RIGID PAVEMENT DESIGN MANUAL

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UPDATES TO THIS MANUAL WILL BE ANNOUNCED ON PAVEMENT MANAGEMENT WEB SITE.

ADDRESS:http://www.dot.state.fl.us/pavementmanagement

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RIGID PAVEMENT DESIGN MANUAL

CHAPTER 1

INTRODUCTION

1.1 PURPOSE

The objective of this manual is to provide a Pavement Design Engineer with sufficient information so that the necessary input data can be developed and proper engineering principles applied to design a new rigid pavement, or develop a properly engineered rehabilitation project.

This design manual addresses methods to properly develop a rehabilitation project and the computations necessary for the pavement design process. It is the responsibility of the Pavement Design Engineer to insure that the designs produced conform to Department policies, procedures, standards, guidelines, and good engineering practices.

1.2 AUTHORITY

Sections 20.23(3) (a) and 334.048(3) Florida Statues

1.3 SCOPE

The principal users of this manual are the District Pavement Design Engineers and their agents (i.e. consultants). Additional users include other departmental offices such as Construction, Maintenance, Traffic Operations, etc. and city and county offices.

1.4 GENERAL

Chapter 334 of the Florida Statues, known as the Florida Transportation Code, establishes the responsibilities of the state, counties, and municipalities for the planning and development of the transportation systems serving the people of the State of Florida, with the objective of assuring development of an integrated, balanced statewide system.

The Code's purpose is to protect the safety and general welfare of the people of the State and to preserve and improve all transportation facilities in Florida. Under Section 334.048(3), the Code sets forth the powers and duties of the Department of Transportation to develop and adopt uniform minimum standards and criteria for the design, construction, maintenance, and operation of public roads.

The standards in this manual represent minimum requirements which should be met for rigid pavement design for new construction and pavement rehabilitation of FDOT projects.

Pavement design is primarily a matter of sound application of acceptable engineering criteria and standards. While the standards contained in this manual provide a basis for uniform design practice for typical pavement design situations, precise rules which would apply to all possible situations are impossible to give.

1.5 RIGID PAVEMENT DESIGN MANUAL ORGANIZATION AND REVISIONS

1.5.1 BACKGROUND

This manual is published as a revision to the previous manual dated January 1, 2005.

1.5.2 REFERENCES

The design procedures incorporated in this document are based on the 1993 AASHTO Guide for Design of Pavement Structures, the 2008 Interim Mechanistic-Empirical Pavement Design Guide (MEPDG), plus numerous National Cooperative on Highway Research Projects (NCHRP), Transportation Research Board (TRB), and Federal Highway Administration (FHWA) publications.

The specifics addressed in this manual have been tailored to Florida conditions, materials and policy.

1.5.3 FLORIDA CONDITIONS

A number of coefficients and variables are specified in this manual. They should be considered as standard values for typical Florida projects. There may be instances where a variance from the values would be appropriate. In these instances, the Pavement Design Engineer will stay within the bounds established by the basic AASHTO Design Guide, justify the variance, and document the actions in the Pavement Design File. Some variables are still under study and revised values will be published from time to time.

1.5.4 APPENDICES

Included with this manual are 5 appendices:

Appendix	Contents
A	1993 AASHTO Design Tables.
B	Rigid Pavement Design Quality Control Plan.
C	Estimating Design 18-kip Equivalent Single Axle Loads ($ESAL_D$).
D	1993 AASHTO Rigid Pavement Design DARWin Analysis 1998 and AASHTO Spreadsheet
E	MEPDG Design Supplement to the Rigid Design Manual

1.6 DISTRIBUTION

This document is available on line at http://www.dot.state.fl.us/pavementmanagement and also distributed through the Maps and Publications Section. Manuals may be purchased from:

Florida Department of Transportation
Map & Publication Sales
Mail Station 12
605 Suwannee Street
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Contact the above office for latest price information. Authorized FDOT personnel may obtain the manual from the above office at no charge with the appropriate cost center information.

1.7 PROCEDURE FOR REVISIONS AND UPDATES

Comments and suggestions to the Rigid Pavement Design Manual are solicited for changes to the manual by email at http://www.dot.state.fl.us/pavementmanagement or by writing to the address below:

Florida Department of Transportation
Pavement Management Section
605 Suwannee Street, M.S. 32
Tallahassee, Florida
32399-0450

Each idea or suggestion received will be reviewed by appropriate Pavement Design staff in a timely manner. Items warranting immediate change will be made with the approval of the State Pavement Design Engineer in the form of a Pavement Design Bulletin.

Statewide meetings of District Design Engineers are held to review proposed changes. A major agenda item at these meetings will be the review of design guidance, planned revisions, and suggestions and comments that may warrant revisions. Based on input from these meetings, official revisions are developed and distributed to the District Design Engineers, District Pavement Design Engineers, State Materials Office, Federal Highway Administration, industry and other appropriate offices as necessary.

All revisions and updates will be coordinated with the Organization and Procedures Office prior to implementation to ensure conformance with and incorporation into the Departments standard operating system.

1.8 TRAINING

No mandatory training is required by this procedure. Classes on the manual are available on request by the District Pavement Design Engineer.

1.9 FORMS

No forms are required by this procedure.

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CHAPTER 2

DEFINITIONS

2.1 PAVEMENT SYSTEM

The following define the general pavement layers as shown in Figure 2.1 and 2.2. The definitions are presented "top-down" through the pavement structure with the stronger layers on top of the weaker layers. The pavement structure or system as it is sometimes referred to is designed to support traffic loads and distribute them to the roadbed soil or select embankment material.

Concrete Pavement Slab

This is the main structural element in the rigid pavement system. It is normally made up of plain cement concrete pavement. Discussion on the design of this layer depth will be found later on.

The minimum designed thickness should be eight inches (8’’)

Asphalt Concrete Base

Asphalt Concrete Base provides a uniform, non-erodible and stable construction platform. Draincrete Edgedrains are used to provide subdrainage. Use Optional Base Group 1 Type B-12.5 only. See figure 2.1. This material is shown in Standard Index 505 Embankment Utilization for the Asphalt Concrete Base option and will be discussed further in Chapter 4.

Treated Permeable Base

The Treated Permeable Base is a non-structural layer underneath the pavement slab that provides lateral drainage for infiltrated water from pavement joints. Two types of material are available which include Asphalt Treated Permeable Base (ATPB) and Cement Treated Permeable Base (CTPB). This material is shown in Standard Index 505 Embankment Utilization for the Treated Permeable Base option and will be discussed further in Chapter 4. The standard depth is 4".

Special Select Soil and Special Stabilized Subbase

The Special Select Soil is a permeable sandy soil that provides vertical and lateral drainage of infiltrated water through the embankment to the shoulder ditches. The required depth is 60". This material will be used only in Embankment Utilization for Special Select Soil Option and will be discussed further in Chapter 4. It is normally bid as embankment material.

The Special Stabilized Subbase is a vertically drainable, but stable layer that is 6" thick. This material is used in Embankment Utilization of special Select Soil typical section as shown in Standard Index 505 and will be discussed further in Chapter 4.

This layer serves as a working platform for the paving machine to permit the efficient construction of the concrete slab while maintaining sufficient vertical permeability of the special select embankment soil. It is constructed by mixing in 3” of #57 or #89 coarse aggregate into the top 6" of subgrade and compacted. It is bid as Special Stabilized Subbase and Commercial Stabilizing Material (Special). If the special select soils have sufficient stability for construction, these pay items can be deleted. This should only be done with close coordination and agreement of the District Materials Engineer and District Construction Engineer.

Asphalt Structural Course

The asphalt structural course is designed as a separation layer to prevent fines from entering the Asphalt Treated Permeable Base (ATPB) or Cement Treated Permeable Base (CTPB). The structural course used by the Department is Type SP. This material will only be used in Embankment Utilization for treated permeable base option and will be discussed further in Chapter 4. The recommended depth is 2"

Type B Stabilized Subgrade

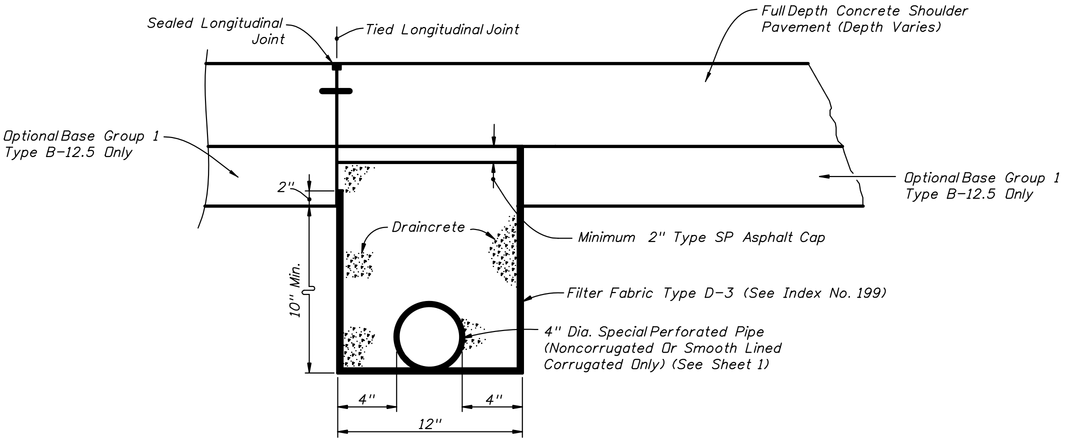
The Type B Stabilized Subgrade is a supporting layer that is 12"thick. This material only is used in Embankment Utilization for treated permeable base option as shown in Standard Index 505 and will be discussed further in Chapter 4. This layer serves as a working platform to permit the efficient construction of the asphalt structural course and treated permeable base material. It is bid as Type B Stabilization (LBR-40) with the contractor selecting the approved materials necessary to achieve the LBR 40 value.

Natural Ground Or Fill

The Natural Ground or Fill is the natural material or embankment material upon which the Pavement Structure is constructed.

FIGURE 2.1

ROADWAY TYPICAL SECTION
ASPHALT BASE



CONCRETE SHOULDERS

ASPHALT BASE SUBDRAINAGE

2.2 AASHTO MODEL

The following definitions relate to the 1993 AASHTO model used for calculating pavement thickness.

2.2.1 VARIABLES

Accumulated 18-Kip Equivalent Single Axle Loads 18-Kip or $ESAL_D$

The Accumulated 18-Kip Equivalent Single Axle Loads 18-Kip is the traffic load information used for pavement depth determination. The accumulation of the damage caused by mixed truck traffic during the design period is referred to as the $ESAL_D$.

Modulus Of Subgrade Reaction (K_G)

The Modulus Of Subgrade Reaction (K_G) represents the hypothetical elastic spring support provided by the subgrade to the slab. The recommended value to use in design for department projects is 200 $lbs/inch^2/in$ for Special Select Soil material (sand).

Reliability (%R)

The use of Reliability (%R) permits the Pavement Design Engineer to tailor the design to more closely match the needs of the project. It is the probability of achieving the design life that the Department desires for that facility. The Pavement Design Engineer is cautioned, however, that a high reliability value may increase the concrete depth substantially.

The models are based on serviceability and not a specific failure mechanism, such as cracking, pumping, etc. Recommended values range from 75% to 95% and can be found in Table 3.2. It is important to note that this is not an input value into the AASHTO Design Equation. The use of a converted value known as the Standard Normal Deviate (Z_R) is input into the equation.

Standard Normal Deviate (Z_R)

The Standard Normal Deviate (Z_R) is the corresponding Reliability (%R) value, which has been converted into logarithmic form for calculation purposes.

2.2.2 CONSTANTS

Standard Deviation (S_O)

A Standard Deviation (S_O) of 0.35 is used in the design calculations to represent the variability in construction and loading prediction for rigid pavements.

Modulus Of Elasticity (E_C)

The Modulus Of Elasticity (E_C) is the Young's modulus or stress to strain ratio or stiffness of the concrete slab. The standard value to use in design for department projects is 4,000,000 psi

Concrete Modulus Of Rupture (S'c)

The Concrete Modulus Of Rupture (S'c) is the 28-Day Flexural Strength based on third point loading. This is the extreme fiber stress under the breaking load in a beam-breaking test. The standard value to use in design for department projects is 635 psi

Drainage Factor (C_D)

The Drainage Factor (C_D) is the ability of the pavement subsurface to drain over a period ranging from 1 hour to 72 hours. The standard value to use in design for department projects is 1.0. If standard drainage standards cannot be met, the District Materials Engineer should be consulted for assistance to determine the reduced value.

Joint Transfer Factor (J)

The Joint Transfer Factor (J) is the ability of the concrete joint to transfer the load across the joint. The standard value to use in design for department projects is 3.2.

Present Serviceability Index (PSI)

The Present Serviceability Index (PSI) is the ability of a roadway to serve the traffic, which uses the facility. A rating of 0 to 5 is used with 5 being the best and 0 being the worst. As road smoothness decreases due to deterioration, the PSI decreases.

Initial Serviceability (P_I)

The Initial Serviceability (P_I) is the condition of a newly constructed roadway. A value of 4.2 is generally assumed.

Terminal Serviceability (P_T)

The Terminal Serviceability (P_T) is the condition of a road that reaches a point where some type of rehabilitation or reconstruction is warranted. A value of 2.5 is generally assumed.

Change In Serviceability (ΔPSI)

The Change In Serviceability ΔPSI is the difference between an Initial Serviceability (P_I) of 4.2 and a Terminal Serviceability (P_T) of 2.5. The Department uses a value of 1.7.

2.2.3 UNKNOWNS

Required Depth (D_R)

The Required Depth (D_R) is the slab depth determined from traffic load information and roadbed soil strength, representing the required strength of the pavement structure.

2.3 TERMS

The following terms will be used to describe the Department's design options.

New Construction

New construction is the complete development of a new pavement system on a new alignment.

Reconstruction

Reconstruction is the complete removal of the existing pavement structure along the existing alignment.

Rehabilitation

Rehabilitation is a process to restore the existing pavement to its full serviceability. This could include Concrete Pavement Rehabilitation (CPR) or Crack, Reseat, and Overlay (CRO) of the existing pavement.

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CHAPTER 3

PAVEMENT THICKNESS DESIGN PROCESS FOR NEW CONSTRUCTION

3.1 AASHTO 1993 DESIGN SOURCE

The American Association of State Highway Officials (AASHO) Road Test at Ottawa, Illinois provided the basis for calculating the required concrete pavement depth. Models were developed that related pavement performance, vehicle loadings, strength of embankment, and the pavement structure.

The purpose of the 1993 AASHTO model in the pavement thickness design process is to calculate the Required Depth (D_R) of the concrete pavement. This is the depth of the concrete pavement that must be constructed to carry the mixed vehicle loads to the roadbed soil while providing satisfactory serviceability during the design period.

Figure 3.1 illustrates the 1993 AASHTO Equation used to determine the depth of pavement.

- The 18-kip Equivalent Single Axle Loads (18-kip ESAL's) are obtained from the District Planning Office. This process can be found in the Project Traffic Forecasting Procedure Topic No. 525-030-120. Appendix C provides a simple procedure for calculating the accumulated 18-kip ESAL's or $ESAL_D$ for the appropriate design period.

  Note that the truck Equivalency Factors (E_{18}) are approximately fifty percent (50%) higher for rigid pavements than for flexible pavements. The planning report should be checked to make sure the correct E_{18} was used.

3.2 MECHANISTIC-EMPERICAL PAVEMENT DESIGN GUIDE (MEPDG)

The **MEPDG** was developed as part of National Cooperative Highway Research Program (NCHRP) Projects. It includes mechanistic-empirical models to predict pavement performance for a given climatic location.

The **MEPDG** has received interim AASHTO approval and the software is being rewritten by AASHTOWare into a production version. Work is also underway on several model enhancements.

A Florida Rigid Design procedure based on the 1.0 version of the MEPDG has been developed and can be used as an alternate to the AASHTO 1993 and 1998.

The Florida Rigid Design procedure based on the 1.0 version of the MEPDG is shown in Appendix E of this manual.

3.3 DESIGN PERIODS

The design periods that will be used for rigid pavement design vary from 5 to 20 years, depending on the type of construction. The Pavement Design Engineer does have some margin to tailor the pavement design to project constraints or other factors. These Design Periods are summarized in Table 3.1.

FIGURE 3.1

1993 AASHTO DESIGN EQUATION FOR RIGID PAVEMENT

$$\log_{10}(ESAL_D) =$$

$$Z_R * S_O + 7.35 * \log_{10}(D_R+1) - 0.06 +$$

$$\frac{\mathrm{Log}_{10}\left(\frac{P_I - P_T}{4.5-1.5}\right)}{1 + \frac{1.624*10^{7}}{(D_R+1)^{8.46}}} +$$

$$(4.22-0.32*P_T)*$$

$$\log_{10}\left(\frac{S'_C * C_D\ [D_R^{0.75}-1.132]}{215.63*J\left(D_R^{0.75} - \frac{18.42}{(E_C/K_G)^{0.25}}\right)}\right)$$

FIGURE 3.1
(Continued)

1993 AASHTO DESIGN EQUATION FOR RIGID PAVEMENT

The unknown to be determined is:

D_R = Required Depth Of Concrete Pavement in inches

The input includes the variables:

$ESAL_D$ = Accumulated 18-kip Equivalent Single Axle Loads over the life of the project.

Z_R = Standard Normal Deviate from normal distribution table for design reliability R.

> Note that the Reliability (%R) is not included in this equation. This is replaced by the corresponding Standard Normal Deviate (Z_R).

K_G = Modulus Of Subgrade Reaction (lbs/inch^2/in)

The input includes the constants:

S_O = Standard Deviation.

P_I = Initially Serviceability.

P_T = Terminal Serviceability.

ΔPSI = Change in Serviceability.

S'_C = Concrete Modulus Of Rupture (psi)

E_C = Concrete Modulus Of Elasticity (psi)

C_D = Drainage Coefficient.

J = Joint Transfer Factor.

3.4 DESIGN PROCEDURE

In order to design a new rigid pavement, several tasks need to be performed.
The first task is to collect all relevant project data, which would include:

- A history of successful construction and performance with concrete pavements.
- The base types which are either Asphalt Base, Treated Permeable Base or Special select embankment soils as shown in Index 505.
- Traffic loading forecasts ($ESAL_D$).

The next task would be to evaluate concrete material properties, which are generally constant for design purposes and include:

- Concrete Modulus Of Elasticity (E_C).
- Concrete Modulus Of Rupture (S'_C).

The Pavement Design Engineer also needs to work with the roadway design engineer, District Materials Engineer, and District Drainage Engineer to develop preliminary cut and fill typical sections and evaluate the type of subgrade drainage system to be provided.

If there is not a strong history of successful construction and performance in the area using special select soils under concrete pavements, use the other base types.

Calculation of the pavement thickness utilizing the design aids provided can be accomplished next.

The Pavement Design Engineer needs to develop pavement details such as:

- Embankment and drainage details.
- Joint details.
- Shoulders details.
- The availability of suitable drainable special select embankment soils

The design of the pavement details is just as important as the design of the pavement depth. Close attention should be paid to their development.

TABLE 3.1

DESIGN PERIODS

The following design periods will be used for rigid pavement design:

New Construction or Reconstruction	20 years
Concrete Pavement Rehabilitation (CPR)	5 to 10 years*

* CPR design life is not calculated, but should be subjectively estimated based on a projects historical deterioration rate and loadings.

3.5 DISTRICT COORDINATION

Early in the design process, the Pavement Design Engineer should closely coordinate with the following offices:

District Design

District Design Engineer’s office should be involved for providing the proposed roadway typical section sheets for such information as, pavement widening, side street work and other related information required for the Typical Section Package according to the Department’s Plans Preparation Manual.

District Drainage

The District Drainage Office should be involved to determine what special drainage considerations need to be addressed. Several areas, which should be addressed include:

- A high water table that may require the Drainage Engineer to specify the location of outlet pipes.
- Location of edgedrain outlet pipes in an urban area to take advantage of local storm sewers.

When designing the pavement system, the designer needs to refer to the Plans Preparation Manual Section 2.6 Grades, to determine where the bottom of the pavement slab needs to be in relation to the Base Clearance Water Elevation. The bottom of “roadway base’’, as referred to in the Plans Preparation Manual, for rigid pavement design purposes, is the bottom of the concrete slab.

District Construction

The District Construction Office should be involved to determine if there are any special construction details that need to be included in the plans or issues that need to be addressed. Some of these items may include Maintenance of Traffic (MOT), Constructions Time, Etc.

District Materials

The Treated Permeable Base Option on Index 505 is recommended. The District Materials Office should be involved to determine the availability and history of successful use of suitable permeable special select soils in the construction area and any other special conditions that may exist. One example would include an evaluation of existing soils to determine their AASHTO classifications and permeability.

The District Materials Office can also provide recommendations with respect to rehabilitation strategies. Additional coordination of project field reviews and data collection might be needed.

3.6 QUALITY

The Quality Control of a pavement's design is a District responsibility. Upon completion of the design process, an independent design review needs to be performed. A suggested Pavement Design Quality Control Plan is provided in Appendix B.

3.7 DESIGN THICKNESS USING THE 1993 AASHTO GUIDE

This process is applicable to all new construction and reconstruction projects in Florida where the Pavement Design Engineer must calculate the concrete pavement depth using the 1993 AASHTO Procedure.

The following is a summary of the steps to be taken to solve for the Required Depth (D_R) of the concrete pavement:

- The Accumulated 18-kip Equivalent Single Axle Loads ($ESAL_D$) are obtained from the District Planning Office. The process for this procedure can be found in the Project Traffic Forecasting Procedure Topic No. 525-030-120. Appendix C provides a simple procedure for calculating the Accumulated 18-kip Equivalent Single Axle Loads ($ESAL_D$) for the appropriate design period.

- The Modulus Of Subgrade Reaction (K_G) is obtained from the District Materials Office. The recommended value to use in design for department projects is 200 pci for Florida select soils. The range in the design tables is provided for non-state system roads where non-select materials may be used.

- Reliability (%R) value is selected from Table 3.2. Recommended values range from 75% to 95% for new or total reconstruction. For asphalt overlays of concrete pavement, see the Flexible Pavement Design Manual for recommended reliability's and other guidance.

Using these values, the Pavement Design Engineer will calculate the Required Depth (D_R) of concrete pavement using the Design Tables in Appendix A, or the Darwin computer program.

Each table uses a different Reliability (%R) value and relates the Accumulated 18-kip) Equivalent Single Axle Loads ($ESAL_D$) to the Required Depth (D_R) for multiple Modulus Of Subgrade Reaction (K_G) values. An example is in Table 3.3.

3.7.1 DESIGN EXAMPLE

The following is an example illustrating the mechanics of this procedure.

Using the following input:

$ESAL_D$ = 6 000 000 (from the Planning Office)

K_G = 200 pci (Standard value for Special Select Soil)

%R = 95 (from Table 3.2)

The solution is:

D_R = 10" (from Table 3.3)

TABLE 3.2

RELIABILITY (%R) FOR DIFFERENT ROADWAY FACILITIES

Facility	New or Reconstruction	Rehabilitation
Limited Access	80 - 95	95 - 99
Urban Arterials	80 - 90	90 - 97
Rural Arterials	75 - 90	90 - 95
Collectors	75 - 85	90 - 95

Notes

The type of roadway is determined by the Office Of Planning and can be obtained from the Roadway Characteristics Inventory (RCI).

The designer has some flexibility in selecting values that best fits the project when choosing the Reliability (%R).

TABLE 3.3

(FROM TABLE A.7 IN APPENDIX A)

REQUIRED DEPTH (D_R) IN inch FOR 95% RELIABILITY (%R)

Modulus Of Subgrade Reaction (K_G), psi/in

$ESAL_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 600 000 ESAL Use 8” for all K Values**									
700 000	8	8	8	8	8	8	8	8	8	8
800 000	8	8	8	8	8	8	8	8	8	8
900 000	8	8	8	8	8	8	8	8	8	8
1 000 000	8½	8	8	8	8	8	8	8	8	8
1 500 000	9	8½	8½	8	8	8	8	8	8	8
2 000 000	9	9	9	8½	8½	8½	8½	8	8	8
2 500 000	9½	9½	9	9	9	9	8½	8½	8½	8½
3 000 000	9½	9½	9½	9	9	9	9	9	9	8½
3 500 000	10	10	9½	9½	9½	9½	9	9	9	9
4 000 000	10	10	10	9½	9½	9½	9½	9½	9	9
4 500 000	10½	10	10	10	9½	9½	9½	9½	9½	9½
5 000 000	10½	10½	10	10	10	10	9½	9½	9½	9½
6 000 000	11	10½	10½	10½	10	10	10	10	10	10
7 000 000	11	11	10½	10½	10½	10½	10	10	10	10
8 000 000	11½	11	11	11	10½	10½	10½	10½	10½	10
9 000 000	11½	11	11	11	11	10½	10½	10½	10½	10½
10 000 000	11½	11½	11	11	11	11	11	11	10½	10½
15 000 000	12½	12	12	12	11½	11½	11½	11½	11½	11½
20 000 000	13	12½	12½	12½	12	12	12	12	12	12
25 000 000	13½	13	13	13	12½	12½	12½	12½	12½	12½
30 000 000	13½	13½	13	13	13	13	13	13	12½	12½
35 000 000	14	13½	13½	13½	13½	13	13	13	13	13
40 000 000	14	14	14	13½	13½	13½	13½	13½	13½	13
45 000 000	14½	14	14	14	14	13½	13½	13½	13½	13½
50 000 000	14½	14½	14½	14	14	14	14	14	13½	13½
60 000 000	15	15	14½	14½	14½	14½	14	14	14	14
70 000 000	15½	15	15	15	14½	14½	14½	14½	14½	14½
80 000 000	15½	15½	15½	15	15	15	15	15	14½	14½
90 000 000	16	15½	15½	15½	15½	15	15	15	15	15
100 000 000	16	16	16	15½	15½	15½	15½	15½	15	15

3.8 NEW CONSTRUCTION DESIGN SAMPLE PROBLEM

This process is applicable for new construction. The following steps will take place in approximately the order shown with the understanding that some activities can take place concurrently.

GIVEN:
New Construction four lane, limited access facility, Design Speed is 70 mph

$ESAL_D$ = 6 775 000. This value is generally obtained from the District Planning Office.

K_G = 200pci This value is for Special Select Soils.

DATA:
%R = 95. This value is from Table 3.2 for a limited access facility.

D_R can be obtained from Table A.7 in Appendix A. Generally round up to the next higher $ESAL_D$ value in the table. For this problem use $ESAL_D$ = 7 000 000.

SOLUTION:
Therefore:

D_R = 10 ½'' for K_G = 200 pci

Use D_R = 10 ½'' (round to nearest ½'').

CONCLUSION:

The plans should read:

NEW CONSTRUCTION

10 ½'' PLAIN CEMENT CONCRETE PAVEMENT

Additional details are not included in the plans description but are instead provided as Construction Notes.

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CHAPTER 4

EMBANKMENT AND DRAINAGE DETAILS

4.1 GENERAL

The purposes of the embankment and subdrainage system are to support the pavement, provide a construction working platform, and provide subdrainage of infiltrated water with a treated drainage layer.

The subbase and embankment should be designed to prevent pumping. Pumping is the ejection of erodible subbase material due to the presence of free water at the bottom of the slab and the loading of the concrete slabs by heavy trucks. The prevention of pumping is essential to the long-term survivability and good performance of concrete pavement.

All drainage features are designed in the subbase/embankment system.

In the past, the department has used an unbonded rigid subbase such as cement stabilized subbase or econocrete. These designs have caused significant problems due to their rigidity, lack of permeability, and difficulty in achieving non-erodible properties. These are not recommended for use on department projects.

The Asphalt Base and Treated Permeable Base Options use standard materials and construction methods and provide rapid lateral drainage through draincrete edgedrains.

The Special Select Soil Option should only be used when there is a history in the area of successful construction and performance with concrete pavements, and the special select material, with sufficient permeability, is readily available at a reasonable cost. Although, this typical has been used successfully in the past, construction can be difficult due to the less stable material and problems have been encountered in the field with achieving the proper depth and permeability of the soil.

Before including the Special Select Soil typical section in the bid documents, the District Materials Engineer must have completed an evaluation of the soils in the project area and recommend that materials meeting the requirements are reasonably available.

4.2 ASPHALT BASE TYPICAL SECTION

This typical section uses Asphalt Base (Type B-12.5 only) Optional Base Group 1 over 12" of Type B Stabilization (LBR 40), which acts as a construction-working platform. Draincrete egedrains are also provided as detailed in Standard Indexes 505 and 287.

Illustration of this typical section is shown in Standard Index 505 with more detail provided in Standard Index 287.

4.3 TREATED PERMEABLE BASE TYPICAL SECTION

The Treated Permeable Base Typical Section utilizes an Asphalt Treated Permeable Base (ATPB) or Cement Treated Permeable Base (CTPB). This highly permeable material provides for the lateral conveyance of the water to drain out of the pavement system. The depth of this layer is 4"deep. This sits on top of a 2" Type SP Structural Course that acts as a separation layer and waterproofing blanket. This in turn is on top of 12" of Type B Stabilization (LBR 40), which acts as a construction-working platform.

Illustration of this typical section can be seen in Standard Index 505 with more detail provided in Standard Index 287.

When the water reaches the edge of the pavement system, the runoff is routed to the nearest outfall located on the shoulder slope. In an urban area, this may be a storm sewer system.

4.4 SPECIAL SELECT SOIL TYPICAL SECTION

The special select soil typical section should only be selected when approved in writing by the District Materials Engineer and shown in the plans.
The special select soil typical section is composed of a deep and moderately permeable special select soil that provides for removal of infiltrated water vertically and laterally through the embankment to the shoulder ditches. This is placed in the top 60" of embankment. The special select soil must have a minimum average lab permeability of $5 \times 10^{-5}\ {}^{cm}/_{sec}$ with no individual test less than $1 \times 10^{-5}\ {}^{cm}/_{sec}$. It also must be non-plastic with no more than 12% passing the #200 sieve. Due to this moderate permeability requirement, it is necessary to have a minimum of 60'' depth to provide vertical flow conditions and ensure drainability.

This permeability rate and depth of special select material are based on calculations using Figure 45 of Report No. FHWA-TS-80-224 Highway Subdrainage Design Manual, August 1980. An infiltration rate of 0.7 ft^3/day/ft (28 cc/hr/cm) of joint is assumed, with an average storm duration of 10 hours and an average interval between storms of 100 hours for drainage of the infiltrated water. If any of these assumptions or design details are changed, a new drainage analysis must be done. A computer program developed by the University of Florida under research project ''Evaluation of Joint Infiltration and Drainage of Rigid Pavements'' is available to perform analysis for different conditions.

To provide a permeable working platform, 3" (of #57 or #89 stone is placed on top of the special select soil and mixed into the top 6" Illustration of this drainage alternate can be seen in Standard Index 505 with more detail for the edgedrain provided in Standard Index 287.

To provide extra insurance that water is quickly removed from the critical lower pavement edge, draincrete edgedrains are provided with outfalls located on the shoulder slope. In an urban area this may be a storm sewer.

Draincrete edgedrains are recommended in areas where flexible pavement shoulders are going to be constructed. This design provides protection to the pipe during and after construction from heavy construction equipment, off-tracking trucks, and other forces. Other edgedrain alternatives may be considered on the recommendation of the District Drainage Engineer, when rigid shoulders are constructed.

The “daylighting’’ of the base (extending the limits of the special select soil out to the shoulder slope) to provide additional drainage is also recommended.

It is recommended that the Cross Section Sheets show the limits of the concrete slab, the special select soil, and other soils.

The decision to use the Special Select Soil Typical Section is determined on the history of successful use in the area, the availability of sufficient special select soil material, the permeability of the material, and the consistency of the material throughout the length of the project. If the material on the project has to be blended to bring it up to the permeability requirement, an analysis needs to be done to estimate this cost. If this cost substantially exceeds the cost of other base options, or, if adequate special select soil is not available, then, Asphalt or Treated Permeable Base should be used.

The district design section is responsible for making a Pavement Type Selection Analysis of all major new alignment or base reconstruction projects. The district design section should refer to the Pavement Type Selection Manual (Document No. 625-010-005) for guidance on this analysis. The District Materials Engineer should work closely with the design section to evaluate the permeability of the existing roadbed soils on the project under consideration, since this can have a major impact on the cost of a rigid pavement system.

Based on the soils classification data from the roadway soils survey and the District Materials Engineers experience, a recommendation should be made to the District Pavement Design Engineer as to whether the soils on the project are likely to provide adequate permeability for a rigid pavement subgrade.

When the preliminary type selection analysis by the design section indicates that a rigid pavement may be selected, the District Materials Office should perform laboratory permeability tests in accordance with FM 1-T 215 of the top 60" of roadway soils below the proposed roadway grade. This testing is essential to determine if the roadway soils can provide adequate vertical drainage of infiltrated water from the rigid pavement joints.

On a project by project basis, the District Materials Engineer can make a professional recommendation to slightly modify the percent passing the #200 sieve for the special select soils definition based on his knowledge of similar good performing rigid pavements with such soils in the area. This recommendation must be concurred with in writing by the District Pavement Design Engineer, District Drainage Engineer, and the State Soils And Materials Engineer. This recommendation will become a part of the Pavement Design Package.

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CHAPTER 5

JOINT DETAILS

5.1 GENERAL

The purpose of joints is to control cracking caused by shrinkage due to loss of moisture, contraction, and curl due to temperature changes and differentials through the slab.

There are several types of joints. There are transverse joints (sometimes referred to as contraction joints), longitudinal joints, expansion joints and construction joints.

5.1.1 JOINT SEALING

All joints are to be sealed to keep incompressibles out of the joint and to minimize the inflow of water, to the extent possible, out of the subgrade. It is not possible to totally seal pavement joints against water infiltration, so it is essential to have a good subdrainage system as described in Chapter 4.
For concrete-to-concrete joints use silicone sealant material.

For concrete to asphalt joints use of self-leveling silicone or hot pour sealant material.

Index 305 gives joint dimension details that are in accordance with sealant industry recommendations.

5.2 TRANSVERSE (CONTRACTION) JOINTS

Transverse joints are perpendicular to the centerline of the roadway. Their purpose is to prevent uncontrolled cracking.

5.2.1 DOWEL BARS

While cutting of the slabs helps control random cracking, it also creates weakened locations on the slabs. This could result in high deflections and stresses at the joints. Dowel bars are used across transverse joints to reduce these stresses and deflections, and provide adequate load transfer. This reduces the potential for pumping of the subbase material.

Dowel bars are placed in concrete parallel to the centerline of the roadway and the surface of the pavement.

TABLE 5.1

LOAD TRANSFER DEVICES

Required Pavement Depth (D_R), in	**Dowel Bar Diameter, in**
8½′′	1"
9"-10½′′	1¼′′
≥ 11"	1½′′

Note: Dowel bar spacing should be 12".
Dowel bar length should be 18".

Spacing of the dowel bars should be 12’’ unless otherwise indicated due to some special reason. The lengths of the dowel bars are 18". The dowel bar diameters are 1", 1¼’’, and 1½’’. Table 5.1 shows the dowel bar diameters for different pavement thickness.

Dowel bars are placed in advance of the concrete pouring operation using a dowel bar basket.

5.2.2 TRANSVERSE JOINT SPACING

Transverse joint spacing should not exceed 15' or twenty-four times the slab thickness, whichever is less. For slab length as a function of the Required Depth (D_R), see Table 5.2. The maximum desirable slab length is 15'

5.3 LONGITUDINAL JOINTS

The purpose of longitudinal joints is to prevent uncontrolled cracking of slabs. Longitudinal joints are often tied with rebar to maintain the aggregate interlock between slabs.

Longitudinal joints should not be spaced greater than 15 feet. If a lane exceeds 15 feet, such as ramps and weigh stations, a longitudinal joint should be provided in the center of the lane.

5.3.2 TIE BARS

Deformed reinforcing steel tie bars generally tie longitudinal joints together. The purpose of the tie bar is to tie adjacent lanes and/or shoulders tightly together. Tie bars do not significantly assist in the load transfer directly, but does improve aggregate interlock.

For a No.4 Bar (diameter is ½” nominal) the length is 25" For a No.5 Bar diameter is ⅝’’ the length is 30"

Maximum spacing of 24’’ for #4 bars and 38’’ for #5 bars are recommended.

The placement of the bars along a longitudinal joint is a function of the Required Depth and the Free Edge Distance. FHWA Report RD-81/122 shows the stress efficiencies provided by tying longitudinal joints

5.3.3 DESIGN AND CONSTRUCTION CONSIDERATIONS

Tie bars are implanted into the fresh concrete by mechanical means, or, the tie bars are placed in advance of the concrete pouring operation using approved tie bar chairs.

Slab widths are 12', 13’or 14'unless otherwise indicated in the plans for special reasons. With tied concrete shoulders, 13' wide slab is used for the outside design lane to reduce edge stresses. With asphalt shoulders, a 14’ wide slab is used. The travel lane striped at 12’.

Transitions from 13’ or 14’ to 12’ wide slabs can be made over three (3) slab lengths as shown in std. index 305 to avoid unmatched joints.

5.4 EXPANSION JOINTS

The purpose of an expansion joint is to provide for the expansion of concrete due to infiltration of incompressible material into the joints and during periods of extreme temperature change.

Expansion joints are also provided in areas where there is an abrupt change in geometry ("T" intersections, bridges, ramps and terminals) or an immovable structure (i.e. parking areas, toll plazas, buildings, bridge approach slabs, etc.). Refer to Standard Index 305.

Expansion joints are also included in areas where there are concrete curbs, traffic separators, manholes, and drainage structures (i.e. grates, inlets, etc.). The cost of expansion joints is included in the cost of the concrete pavement.

For expansion joints at a bridge approach, refer to Standard Index 306. These joints are paid for at the contract unit price for Bridge Approach Expansion Joint.

5.5 CONSTRUCTION JOINTS

The purpose of a construction joint is to provide a clean transition from one concrete pouring operation to the next. An example would be fresh concrete against old concrete from one day to the next. These could be both longitudinal and transverse joints.

The transverse construction joint is doweled and is formed using a header.

Longitudinal construction joints are often tied using rebar.

5.6 VENDOR COMBINATION EXPANSION AND CONTRACTION ASSEMBLIES

Vendor combination expansion and contraction assemblies are used for their ease of assembly and construction. Manufacturers of vendor combinations expansion and contraction assemblies can be found in the department's Qualified Products List.

5.7 JOINT LAYOUT

The purpose of providing a joint layout is to show non-standard joint geometries to avoid discontinuities that can lead to random cracking.

Types of joint layouts that provide guidance can be found in the Standard Index 305 and include Thru Intersections, 'T' Intersection, and ramps. Other irregular areas should have joint layouts carefully detailed in the plans.

5.8 GRINDING

Grinding for smoothness shall be performed on the entire pavement surface lanes for new and rehabilitation projects.

Grinding specification 352 is referenced from the 350 specification, and a grinding pay item is recommended for both new construction and rehabilitated pavement areas.

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CHAPTER 6

SHOULDER DESIGN

6.1 GENERAL

The purpose of shoulders is to provide edge support of the mainline pavement, assist off-tracking vehicles, increase safety, provide additional pavement widths for lane shifts during rehabilitation, provide refuge for disabled vehicles, and prevent erosion from pavement runoff.

When designing with the MEPDG tables, and an asphalt shoulder is used, all required concrete pavement thicknesses for Tables E-6 to E-10 should be increased by ½’’ and a 14-foot wide slab used.

Several types of shoulders are available for concrete pavement. They are asphalt or concrete. Table 6.1 provides guidance on the use of these different types of materials and typical sections for different types of shoulders.

Details for the design of the shoulders are dependent on the type of materials used in the embankment. Embankment alternates include, Asphalt Concrete Base, Treated Permeable Base (Cement or Asphalt) and Special Select Soil and Special Stabilized Subbase.

On outside shoulders, 1’of the marked shoulder is cast with the outside truck lane slab. The rest of the shoulder, when concrete, may be cast integrally with the mainline and saw cut, or cast later on. The pavement will be striped for a 12' lane with a saw cut or construction joint offset by 1' or 2’. The slab width is 13' or 14’ but the pavement marking is at 12'.

The offset of the joint has strong advantages of greatly reducing loading stresses at the critical low outside truck lane edge.

TABLE 6.1

SHOULDER TYPE SELECTION

Limited Access (Urban)

- Asphalt
- Tapered Depth Concrete
- Full Depth (Tied) Concrete*

Limited Access (Rural), Non-Limited Access, Arterials And Collectors

- Asphalt
- Partial Depth (Tied) Concrete

Notes

* For future Maintenance Of Traffic or Widening.

6.2 ASPHALT

Asphalt shoulders can be used for Limited Access facilities, Non-Limited Access Arterials and Collectors. Note that when designing with the MEPDG tables, the mainline thicknesses must be increased by ½” and a 14’ slab used.

For additional information on the design of asphalt shoulders please refer to the Flexible Pavement Design Manual, Document # 625-010-002.

6.3 CONCRETE

The following are some of the different types of concrete shoulders that are available:

Tapered Depth

Tapered depth shoulder is recommended for use on Limited Access facilities.

Tapered depth shoulder is a shoulder in which the depth of the shoulder tapers out depending on the width and slope of the shoulder. The minimum depth should not be less than 6".

Full Depth (Tied)

Full depth (tied) concrete shoulders may be used on Limited Access (Urban) facilities where use for future Maintenance Of Traffic or Widening is likely.

Partial Depth (Tied)

Partial depth (tied) concrete shoulders may be used on Limited Access (Rural) facilities, Non-Limited Access, Arterials, and Collectors (See Figure 6.4). The design thickness can be based on 3% of a mainline 20 year calculated 18-kip ESAL for truck off tracking on the shoulder.

If the shoulders are likely to be used to carry a substantial amount of traffic as a part of a Maintenance Of Traffic (MOT) scheme, the Pavement Design Engineer may design the shoulder in the same manner as a roadway, based on an ESAL estimate of shoulder traffic during Maintenance Of Traffic periods.

The minimum thickness is 6".

6.3.1 DESIGN AND CONSTRUCTION CONSIDERATIONS

Some design and construction considerations include the following when using concrete shoulders.

- Transverse joints should match the mainline joints.

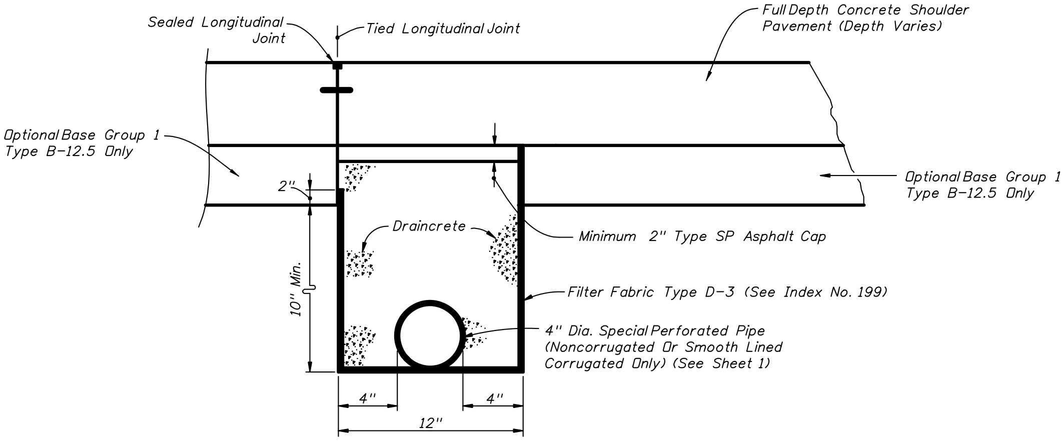
- Transverse joints should be doweled if likely to be used for maintenance of traffic in the future.

6.4 GRASS

Grass shoulders can be used for non-state low volume roads.

FIGURE 6.1

CONCRETE SHOULDER WITH ASPHALT BASE



CONCRETE SHOULDERS

ASPHALT BASE SUBDRAINAGE

<u>Notes:</u>

The above illustrations not to scale.

Thickness for the Asphalt Base is 4" and Stabilization is 12".

For additional information and details, see Standard Index 287, Concrete Pavement Subdrainage and Standard Index 505, Embankment Utilization.

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CHAPTER 7

PAVEMENT WIDENING

7.1 GENERAL

Pavement widening falls into two different areas, strip widening and lane addition.

Strip widening is where additional width is added to the existing pavement width because the existing width is less than the departments required design lane width criteria. Many times this is generally done for safety considerations. An example would be widening from a 10' lane to a 12’ lane. This is a common need for roads constructed early in the departments’ history. The minimum practical width of widening should be 3’

Lane addition is where lanes greater than or equal to 12' are added. This is a common need when a facility is expanded for capacity considerations.

Intersection improvements is a hybrid of the two where the roadway may be widened on both sides less than 7' to accommodate a middle turn lane on a four lane undivided section. Other improvements could be made which would include the addition of complete turn lanes, which could occur where we have adequate median space.

Very little strip widening has been done on concrete pavement. A limited amount of lane additions have also been performed. This may be due to cost, Right-Of-Way restrictions, age of existing pavement, vertical and horizontal controls, and/or other complications.

7.2 EVALUATION

Several questions need to be asked when evaluating the proposal to widen an existing pavement. These questions are:

> Is the existing pavement condition adequate to provide extended life without extensive rehabilitation?
>
> Is the existing programmed in the future for widening, reconstruction, realignment, etc.?

7.3 REQUIRED DESIGN INFORMATION

For widening, the existing roadway pavement typical section needs to be researched. This could include such information as slab thickness, slab dimensions, embankment soils, and drainage. On older pavements the thickness needs to be checked in the center of the road and at the roads edge. Some older pavements in service today were built with a thickened edge.

The 18-kip Equivalent Single Axle Loads ($ESAL_D$) should be requested for lane addition projects to assist in evaluation of the remaining life of the existing pavement and the thickness desirable for the design lane. For strip widening, the 18-kip Equivalent Single Axle Load ($ESAL_D$) calculations are not necessary.

7.4 PAVEMENT THICKNESS DETERMINATION

Before any thickness determination can be done on the proposed concrete pavement for strip widening or lane addition, an analysis on the remaining life of the existing pavement needs to be performed. This analysis should closely examine any deterioration of the existing pavement.

For a strip-widening project, a formal analysis does not need to be done for the pavement thickness. The best solution is to match the existing pavement. Some benefits in matching the existing pavement thickness include:

- Any flow of water between the existing slab and the subgrade will not be disrupted, pooled, or dammed.

- Trenching adjacent to the existing slab below the slab bottom that may cause a weakening of subgrade support along the pavement edge may be avoided.

- Preservation of any existing edgedrains systems may be possible.

For a lane addition project, a formal analysis needs to be done in order to determine the proposed thickness. If the calculated thickness is less than the existing, the thickness of the new lane should match the existing thickness.

If the calculated thickness for a lane addition project is greater than the existing thickness, then the calculated thickness may be used if adequate drainage can be assured. Actual pavement performance may be different than that predicted by the AASHTO Equation. Engineering judgment should be used to evaluate the remaining life and thickness required.

7.5 EMBANKMENT AND DRAINAGE DETAILS

Embankment and drainage details are very critical to the performance of the pavement system.

7.5.1 EMBANKMENT CONSIDERATIONS

Several embankment considerations need to be addressed when doing any type of widening. These considerations include:

- Existing utility clearance relative to the depth of excavation could be a concern especially in older urban areas.

- The loss of subgrade support along the pavement edge and settlement of adjacent pavement and structures due to excavation.

- Traffic Control Plans (TCP) in cases where the width of the existing pavement is less than 12' This will affect the selection of barricades.

7.5.2 DRAINAGE

The recommended type of edgedrain system for widening is the Draincrete edgedrain system as shown in Standard Index 287. This design is used because the strength of the draincrete material provides lateral support of the existing pavement base and supports heavy loads on the pavement surface over the pipe during and after construction from heavy construction equipment, off-tracking trucks, and other forces. Other edgedrain alternatives may be considered on the recommendation of the District Drainage Engineer, when rigid shoulders are constructed.

Project information needs to be obtained on the existing drainage. This is important in the location of edgedrain outfalls. If the outfall is tied into the existing storm water drainage system in an urban area, any normal flows will need to be below the outlet end of the pipe. If no drainage system is available, the outfall end of the pipe will need to be located where it will not cause problems to pedestrians, traffic, and/or maintenance.

7.6 JOINT DETAILS

Joint details are very important to the performance of the concrete pavement. Failure to follow these guidelines can result in slab cracking.

7.6.1 TRANSVERSE JOINT SPACING

Transverse joints should normally match the existing pavement if spacing is 15' or less. This includes contraction and expansion joints. Closer joint spacing should be provided when the length of the existing slab is greater than 15' or there is a significant number of existing mid slab transverse cracks.

7.6.2 LONGITUDINAL JOINTS

It is preferable not to tie a new concrete widening section greater than 6’ to the existing pavement. This is due to the potential for stress build-ups due to differential shrinkage of the new concrete adjacent to the existing. If tieing to the existing is desired, then existing transverse joints must be matched and tie bars offset from the transverse joints by 3'. An additional dowelled transverse joint should be added at the middle of the widened slabs when less than or equal to 6’wide and greater than 10’in length

Joint details should be provided for areas composed of mixed geometry. Examples of this include ramps, intersections, etc. An exception would be widening where the same details for each slab may be repetitive such as lane additions.

7.7 SHOULDER DETAILS

When adding a lane, the shoulders should be appropriate for the facility. If concrete is used, it may be best not to tie the lane and the shoulder to the existing pavement in order to avoid any unnecessary stress build up.

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CHAPTER 8

DISTRESS

8.1 GENERAL

Factors that can lead to concrete pavement deterioration includes:

- Heavy loads imposed by trucks.
- Stresses induced by temperature changes.
- Free water retained in the pavement structure.
- Loss of subgrade support due to pumping.
- Inadequate maintenance.

8.2 IDENTIFICATION AND CAUSES OF DISTRESS

The tool that the Department uses to maintain system information on distressed pavements is a data base called the "Pavement Condition Survey". The State Materials Office in Gainesville maintains this.

The Pavement Condition Survey includes information on the following signs of distress:

- Pumping.
- Faulting.
- Cracking, this includes transverse cracking, longitudinal cracking, corner cracking, and shattered slabs.
- Joint distress, which includes poor joint condition, and spalling.
- Surface defects, which includes surface deterioration, and patching.

- Shoulder deterioration (not included in the pavement condition survey).
- Ride quality.

8.3 PUMPING

The "pumping" of concrete is a process where the action of a heavy wheel load across a transverse joint will cause the expulsion of water and fine base material in suspension underneath the pavement slabs to escape through the pavement joints at the edge of pavement.

Three conditions that must exist for pumping to occur include:

- Presence of free water.
- Erodible base material.
- Heavy wheel loads.

The mechanism of pumping is as follows:

1 Water enters into the base from joints and cracks in the pavement (See Figure 8.1A).

2 As a wheel load approaches a pavement joint (on the approach slab) the water underneath the pavement moves slowly to the next slab. Some fine base material also moves in this direction (See Figure 8.1B).

3 When the wheel load crosses the joint to the other side (on the leave slab), the water underneath the pavement moves rapidly backs to the adjacent slab. This high speed water causes more erosion of the pavement base. Some water is ejected up through the joint with some of the base material (See Figure 8.1C). Evidence of base material can be seen as stains on the shoulder.

4 The final result is a void under the leave slab and a possible buildup of material under the approach slab. The void creates a cantilevered effect on the concrete pavement. This results in cracking and faulting of the slab (See Figure 8.1D).

The severity of pumping is measured in terms of:

- Light - Visible deposits of material, light stains, shoulder settlement at the transverse joint, or, may include one or all of these.
- Moderate - Visible deposits of material, moderate stains, shoulder settlement at the transverse joint, moderate faulting at the shoulders, or may include one or all of these.
- Severe - Visible deposits of material, heavy stains, shoulder settlement at the transverse joint, or moderate faulting at the shoulders, or may include one or all of these.

Items that also contribute to pumping are poor load transfer, and/or low stiffness subbase.

8.4 FAULTING

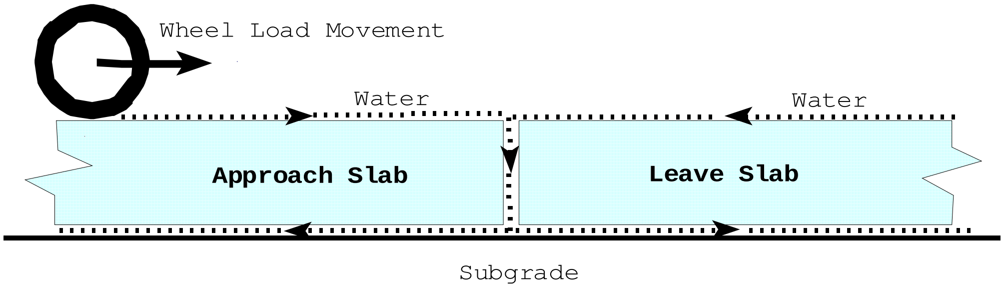
In new pavement, the elevations of each slab at the transverse joint are the same. In faulted pavement, a difference in the elevation between the slabs at the transverse joint exists.

Faulting can be caused by the erosion (on the leave slab) and build up (on the approach slab) of base fines by the action of pumping. A lack of load transfer also contributes to faulting.

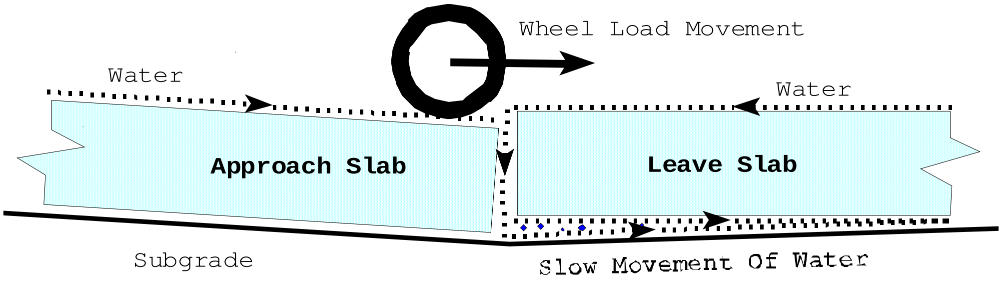
The severity of faulting is measured in increments of thirty-seconds of an inch. The larger the fault measurements, the more severe.

FIGURE 8.1

MECHANISM OF PUMPING



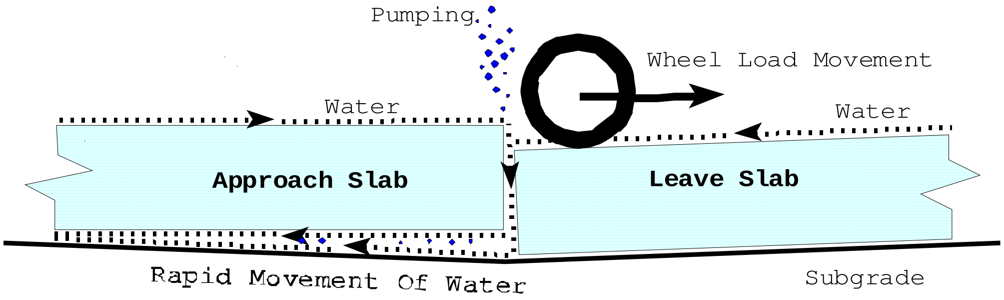
A. Water enters base from joints and cracks.



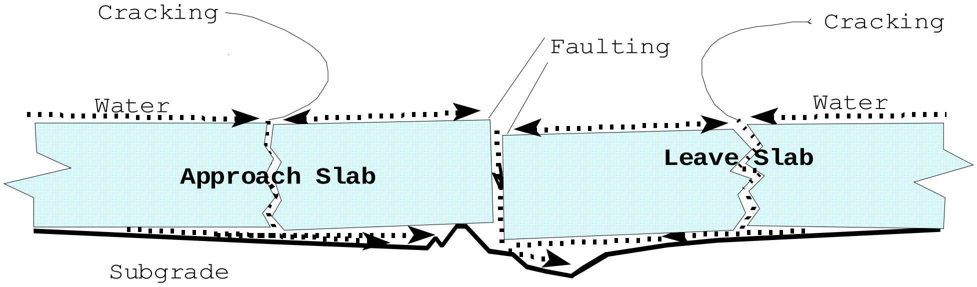
B. Water moves slowly to the leave slab. Some eroded fine material also moves.

FIGURE 8.1
(Continued)

MECHANISM OF PUMPING



C. Water moves rapidly to the Approach Slab with some eroded fine material. Some of this material is ejected out.



D. Void under Leave Slab. Erodable material under Approach Slab. Slab faulting and cracking.

8.5 CRACKING

Cracking occurs when a concrete slab breaks into two or more pieces.

The types of cracking are:

- Transverse Cracking - Occurs at right angles to the centerline.
- Longitudinal Cracking - Generally runs parallel to the centerline.
- Corner Cracking - Intersects both longitudinal and transverse joint.
- Intersecting Cracks (Sometimes referred to as a shattered slab) - Occurs when one or more of the different types of cracks connect or cross within a slab.

8.5.1 GENERAL CAUSE

Cracking is generally contributed to by:

- Shrinkage
- Loss of slab support due to voids.
- Settlement of the embankment.
- Misaligned dowels.

8.5.2 TRANSVERSE CRACKING

Transverse cracking is contributed to by:

- Improper joint spacing, installation, depth or dimensions.
- Improper alignment of load transfers assemblies.
- Thermal gradient warping and movement stresses.
- Stiff, unbonded subbase.
- Shrinkage due to rapid moisture loss during construction.
- Heavy trucks loading.
- A combination of any of these.

8.5.3 LONGITUDINAL CRACKING

Longitudinal cracking is contributed to by:

- Sawing joints too late.
- Insufficient cut depth.
- Loss of subgrade support.
- Thermal gradient warping and movement stresses.
- Heavy trucks loadings.
- One or all of the above.

8.5.4 CORNER CRACKING

Corner cracking is caused by:

- The loss of subgrade support due to pumping.
- Stiff unbonded subbase.
- Warping.
- Tie bars placed too close to a transverse joint.
- Heavy truck loadings.
- Combinations of the above.

8.5.5 INTERSECTING CRACKS

Intersecting Cracks (Sometimes referred to as a shattered slab) is caused by the continuing deterioration of one or more or a combination of transverse, longitudinal, and corner cracks.

8.5.6 CRACK SEVERITY

The severity of transverse, longitudinal, and corner cracking is measured in terms of:

- Light - Visible cracks less than 1/8" wide.
- Moderate - Cracks 1/8" to 1/2" wide, and/or little faulting, and/or intrusion of debris.
- Severe - Cracks greater than 1/2" wide, and/or loss of aggregate interlock, intrusion of water and debris, faulting, and/or spalling.

For intersecting cracks:

- Moderate - Slab is broken into several pieces with some interlock remaining. Replacement is necessary.
- Severe - Slab is broken into pieces that are acting independently. Replacement is necessary.

The severity of cracking is of great concern because it is a measure of the degree of distress and it assists in directing the rehabilitation strategy (i.e. slab replacement verses clean and reseal random cracks).

8.6 JOINT DISTRESS

Joint distress is when Poor Joint Condition and/or Spalling occur.

8.6.1 POOR JOINT CONDITION

Poor Joint Condition is the loss or deterioration of joint seals.

This condition is due to:

- Cracking which are the most common, splitting, and erosion of the sealant.

- Hardening of the sealant due to age and oxidation.

- Loss of face bond of the sealant material to the reservoir.

- Improper cleaning of the reservoir prior to insulation.

- Moisture condition prior to installation.

- Joint dimensions of reservoir and sealant.

The severity of Poor Joint Condition is measured in terms of:

- Partially Sealed - Joint seal has deteriorated to the extent that adhesion or cohesion has failed and water is infiltrating into the joint.
- Not Sealed - Joint seal is either non-existent or has deteriorated to the extent that both water and incompressible materials are infiltrating the joint.

8.6.2 SPALLING

Spalling is the cracking and disintegration at the slab edges. Spalling may be caused by the intrusion of incompressible material, which restricts slab expansion and contraction. Incompressible materials are usually rocks and sand. Spalling also occurs at cracks due to irregular shape of the cracks and poor load transfer.

The severity of spalling is measured in terms of:

- Light - Spalled areas are less than 1.5" wide.
- Moderate - Spalled areas are 1.5" to 3" wide.
- Severe - Spalled areas are greater than 3" wide.

8.7 SURFACE DEFECTS

Surface defects are when Surface Deterioration and/or Patching occur.

8.7.1 SURFACE DETERIORATION

Surface Deterioration is the disintegration and loss of the concrete wearing surface. Surface deterioration is due to:

- Poor construction materials such as poor aggregate, cement, additives, mixing operations, etc.
- Poor construction methods such as poor placement, curing, finishing, cutting, etc.
- Traffic such as (tire rims, chains, and metal).
- Chemical reactants.

The severity of Surface Deterioration is measured in terms of:

- Moderate - Some coarse aggregate has been exposed and the wearing surface has disintegrated up to a depth of a 1/2"
- Severe - Most coarse aggregate has been exposed and some has been removed. The wearing surface has disintegrated to a depth of 1/2" or greater.

8.7.2 PATCHING

Patches are the corrections made to pavement defects.

Patching is due to:

- Maintenance forces correct or improve a section of pavement that has deteriorated and may provide a solution that can perform as well as the existing material.
- The performance of the patching material depends on the correct application and materials (concrete, asphalt, and other), workmanship (preparation, finishing, and curing), traffic conditions, etc.

The severity of Patching is measured in terms of:

- Fair - The patch is providing marginal performance and is expected to serve its function for a few years.
- Poor - The patch has deteriorated to the extent that it no longer serves its function and should be replaced as soon as possible.

8.8 SHOULDER DISTRESS

Each type of shoulder has its own distress mechanism.

8.8.1 FORMS OF SHOULDER DISTRESS

Shoulder distress is when one or all of the following occur:

For Concrete shoulders:

- Pumping.
- Faulting.
- Cracking.
- Joint Distress.
- Surface Defects.

For Asphalt shoulders:

- Deterioration of asphalt adjacent to the transverse joint. This results in the development of depressions that are sometimes referred to as "Birdbaths" or shoulder drop-offs.
- Irregular movement of shoulder material.
- Drop off in the elevation between the roadway and the shoulder.

For Grass Shoulders:

- Erosion of the shoulder material.

8.8.2 CAUSE OF SHOULDER DISTRESS

Shoulder Distress is caused by:

For Concrete shoulders:

- Pumping of water under the shoulder.
- Faulting due to loss of slab support.
- Off-tracking of heavy trucks.
- May include one or all of these.

For Asphalt shoulders:

- Pumping of water under the shoulder.
- Off-tracking of heavy trucks.
- Time (environmental deterioration).
- May include one or all of these.

For Grass shoulders:

- Erosion due to pumping and runoff, and/or,
- Off-tracking of heavy trucks.

The severity of Shoulder Distress is not measured in the field, but noted in the survey.

8.9 POOR RIDE QUALITY

Poor ride quality is caused by changes in the longitudinal profile of the road

- Poor ride quality is due to;
- Faulting.
- Cracking.
- Surface defects.
- Repair work such as patching, slab replacement, and spall repair.
- Lack of control on the original construction.
- May include one or all of these.

The Ride Quality is measured on a scale of 0 to 10 with 10 being the best. Ride profilers are used by the State Materials Office to measure ride quality. The ASTM Ride Number values from profiler data are converted to a scale of 0 to 10, with 10 being an excellent ride.

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CHAPTER 9

PAVEMENT REHABILITATION

9.1 GENERAL

Several items need to be researched before any type of rehabilitation activity is considered. One such issue would include looking at future programming. Would this pavement in the next couple of years undergo any type of widening, reconstruction, etc? Such research could save needed funds or avoid compromising the design.

Another item for consideration would be to look at the rate of deterioration and what are the mechanisms causing the distress. Each rehabilitation alternative considered must address the cause of the distress such as drainage, and not simply fix the resulting cracking or other visible distress.

Before detailed design activities take place, the designer needs to do a life cycle cost analysis to weigh the long term possibilities. The Value Engineering Section has a Manual on Life Cycle Cost Analysis For Transportation Projects (July 1990) that can be a helpful tool to assist in the analysis.

9.2 DEPARTMENT RECOMMENDED OPTIONS

Several options are available to the designer as rehabilitation options. One option is Concrete Pavement Rehabilitation (CPR). This alternative can include slab replacement, diamond grinding, installation of edgedrains, cleaning and resealing joints, and routing and sealing random cracks.

This option is used when the life cycle cost of Concrete Pavement Rehabilitation is less than the cost of the other alternatives.

Another alternative involves Crack, Reseat and Overlay (CRO) Existing Concrete Pavement. This alternative involves cracking and reseating the existing concrete pavement and overlaying it with an Asphalt Rubber Membrane Interlayer (ARMI), Structural Asphalt, and Asphalt Friction Course.

Rubblization and Overlay is another alternative using specialized equipment which reduces the nominal size of PCC pieces to about 6’’ and essentially reduces the slab to a high-strength granular base course and overlaying it with Structural Asphalt, and Asphalt Friction Course.

Other alternatives not discussed in detail here include replacing the existing pavement or reconstruction. These alternatives involve removing or recycling the entire existing pavement and replacing it with a new pavement. This could be concrete or asphalt as determined by the pavement type selection process.

Careful analysis of life cycle costs of these alternatives will determine which is the most cost effective.

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CHAPTER 10

CONCRETE PAVEMENT REHABILITATION (CPR)

10.1 GENERAL

Concrete Pavement Rehabilitation (CPR) involves several operations, which must be done, in sequence in order to avoid compromising other operations. An example of sequencing would include performing slab replacement before grinding. Doing this out of order would compromise the ride of the pavement.

10.2 SLAB REPLACEMENT

Slab replacement includes partial slab, full slab, and multiple slab replacement. The purpose of slab replacement is to replace shattered and/or severely broken slabs.

Figure 10.1 and Index 308 provide plan views of the layout of concrete pavement replacement and repair criteria. Specific locations and type of pavement repair should be shown on the plans.

Table 10.1 is provided to assist the designer in estimating quantities when evaluating the needed rehabilitation.

Types of slab replacement include:

- Full slab replacement, which includes the slab from joint to joint.
- Multiple slab replacement, which includes several connecting, slabs. These are sometimes found in areas over pipes and large embankment such as overpasses.
- Partial slab replacement, which includes slabs where a part of the slab has disintegrated, joints have spalled significantly or the corners have cracked.

TABLE 10.1

SLAB REPAIR AND REPLACEMENT CRITERIA

Distress Pattern	Severity / Description	Repair Method	Reference Figure
Cracking			
Longitudinal	**Light** / < 1/8 in., no faulting, spalling < ½ in. wide **Moderate** / 1/8 in. < width < ½ in, spalling < 3 in wide **Severe** / width > ½ in, spalling > 3 in, faulting > ½ in.	**Light** / none **Mod.**/ clean & seal **Severe**/ replace	10.2, 10.3
Transverse	**Light** / < 1/8 in., no faulting, spalling < ½ in. wide **Moderate** / 1/8 in. < width < ½ in, spalling < 3 in wide **Severe** / width > ½ in, spalling > 3 in, faulting > ½ in.	**Light** / none **Mod.**/ clean & seal **Severe** / replace	10.2, 10.3, 10.4, 10.5
Corner Breaks	A corner of the slab is separated by a crack that intersects the adjacent longitudinal and transverse joint, describing an approximate 45 ° angle with the direction of traffic.	Full depth replacement, partial slab	10.4, 10.5
Intersecting random cracks (Shattered Slab)	Cracking patterns that divide the slab into three or more segments	Full depth replacement, partial slab allowed only if at least one half of slab in traffic direction is undamaged.	10.3, 10.4
Joint Deficiencies			
Spall Non-Wheel-path	**Light** / spall width < 1.5 in., less than 1/3 slab depth, < 12 in. in length **Moderate** / 1.5 in < spall width < 3 in., < 1/3 slab depth, < 12 in. in length **Severe** / spall width > 3 in. or length > 12 in.	**Light** / none **Mod.** / none **Severe** / full depth replacement, partial slab	10.5,
Spall Wheel-path	**Light** / spall width < 1.5 in., less than 1/3 slab depth, < 12 in. in length **Moderate** / 1.5 in < spall width < 3 in., < 1/3 slab depth, < 12 in. in length **Severe** / spall width > 3 in. or length > 12 in.	**Light** / none **Mod.** / full depth **Severe** / full depth	10.5,
Surface Deterioration			
Map Cracking	A series of interconnected random cracks extending only into the upper slab surface Low / surface is intact with no scaling Moderate / scaling and loss of surface material	Low / do nothing Mod/ diamond grind	

Scaling	Deterioration of the upper concrete surface, usually less than 0.5 inches in depth.	Remove affected area by grinding	
Pop outs Non-Wheel-path	Small pieces of surface pavement broken loose, normally ranging from 1 to 4 in. diameter and ½ to 2 inches in depth **Light** / not deemed to be a traffic hazard **Severe** / flying debris deemed a traffic hazard	**Light** / keep under observation **Severe** / full depth replacement	10.4
Pop outs Wheel-path	Small pieces of surface pavement broken loose, normally > 3" diameter and 2’’ inches in depth **Light** / deemed to be a traffic hazard **Severe** / flying debris deemed a traffic hazard	**Light** / **Severe** / full depth replacement	10.4
Miscellaneous Distress			
Faulting	Elevation differences across joints or cracks **Light** / Fault Index < 4 **Moderate** / 4 < Fault Index < 16 **Severe** / Fault index > 16	**Light** / none **Mod.** / grind **Severe** / grind	
Lane to shoulder drop off	**Light** / 0 < drop off < 1 in. **Moderate** / 1 in. < drop off < 3 in. **Severe** / drop off > 3 in.	**Light** / none **Mod.** / Build up **Severe** / Build up	N/A
Water Bleeding or pumping	Seeping or ejection of water through joints or cracks	Install appropriate drainage, edge drain, permeable sub base, reseal joints, etc.	N/A
Blow ups	Upward movement at transverse joints or cracks often accompanied by shattering of the concrete.	Full depth repair	10.3, 10.4

> Minimum recommended Full Depth Repair dimensions are 12’wide (or full lane width) by 6’long. If less than a full slab is replaced, the remaining slab that is not replaced should also have these minimum dimensions.

One construction concern to be addressed in the Traffic Control Plans is if the removed slabs have to remain open overnight. Normally, it is desirable to replace the slabs as soon as possible. The designers should coordinate with the construction and materials offices and indicate in the plans and specifications the use of High Early Strength Concrete when required. A minimum compressive strength of 2200 psi is needed prior to opening to traffic. The State Materials Office can be consulted on the use of these materials.

Full slab replacements should be full lane width and a minimum of 6’in length. Dowel bars should be retrofitted into each end of the repair. If repairs extend beyond 15’an intermediate, doweled transverse joint is to be provided. The longitudinal joints for slab replacements should not be tied.

Slab replacement and other quantity estimates are to be made in the field in cooperation with construction personnel and carefully documented on a slab by slab basis. If necessary, lanes should be closed and cores taken of representative cracks to determine the depth of cracking and spalling.

Historical rates of deterioration are to be reviewed and plan quantities increased to account for deterioration expected to occur between the field survey and actual construction. A final check of quantities is to be made just prior to finalizing the plans for letting.

10.3 INSTALLATION OF EDGEDRAINS

Draincrete edgedrains are used in projects where edgedrains are non-functioning or nonexistent. This provides excellent structural support for heavy vehicles that may off track from the pavement edge as well as good lateral soil support.

Geocomposites are not recommended in Concrete Pavement Rehabilitation Projects because of the potential for settlement of the backfill under load, and clogging of the filter fabric.
See Standard Index 287 for edgedrain details for rehabilitation projects.

10.4 DIAMOND GRINDING

The purpose of diamond grinding is to restore faulted pavement and to improve ride. Grinding is recommended for any concrete restoration project unless there are special reasons not to.

One factor that affects the cost of grinding significantly is the type of aggregate used in the concrete slab. Aggregate that is hard (has a higher hardness number) such as river gravel could cost more to grind compared to a softer material such as limerock. The designer needs to consult with the District Materials Engineer about the type of aggregate used in the existing pavement in making the cost estimate.

10.5 CLEAN AND RESEAL JOINTS

All joints should be cleaned and resealed on any rehabilitation project. The purpose of cleaning and resealing joints is to reduce the intrusion of water into the base and keep incompressible out of the joints. The Pavement Design Engineer should be familiar with Standard Index 305.

10.6 ROUT AND SEAL RANDOM CRACKS

The purpose of routing and sealing random cracks is to reduce the intrusion of water into the base and keep incompressible out of the joints. Using special saws or routers due to the random nature of crack propagation does this.

10.7 OTHER

Restoration of load transfer has been tried in undoweled pavements in Florida, but was not successful. Until further research and demonstrated success is performed in Florida, the general use of load transfer restoration is not recommended.

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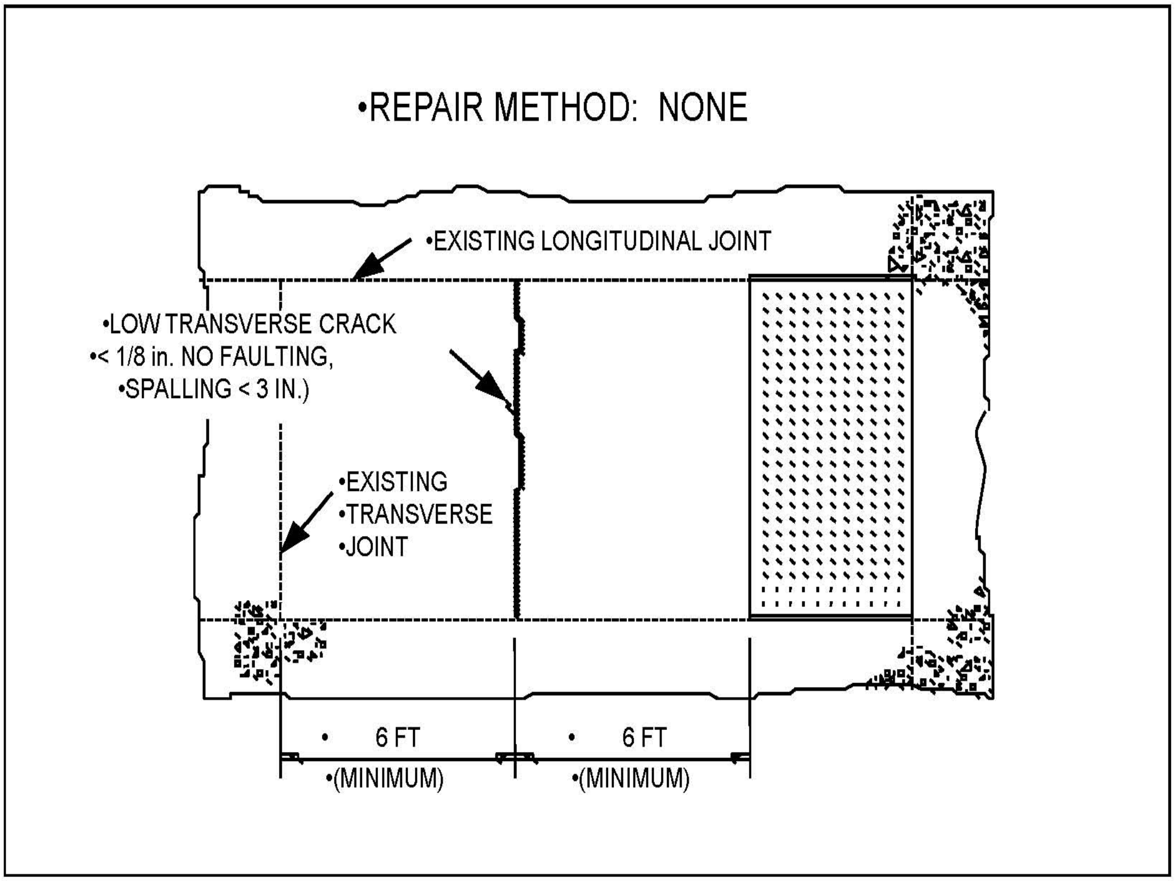
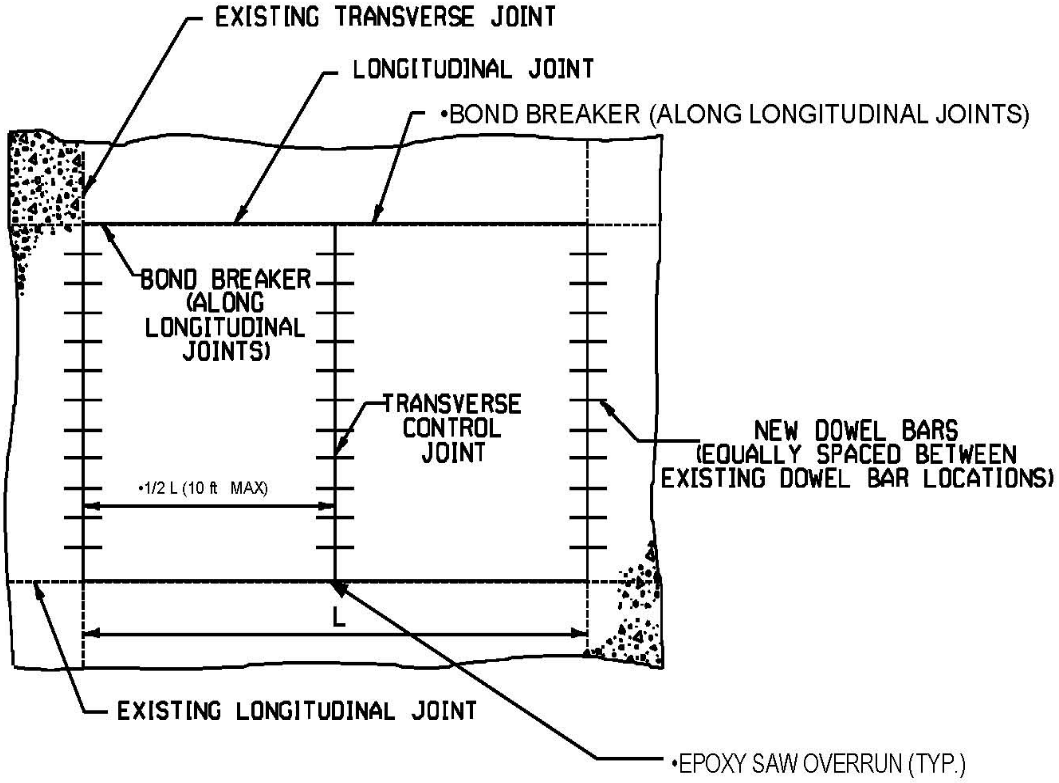
FIGURE 10.1

REPAIR METHOD REFERENCE FIGURES

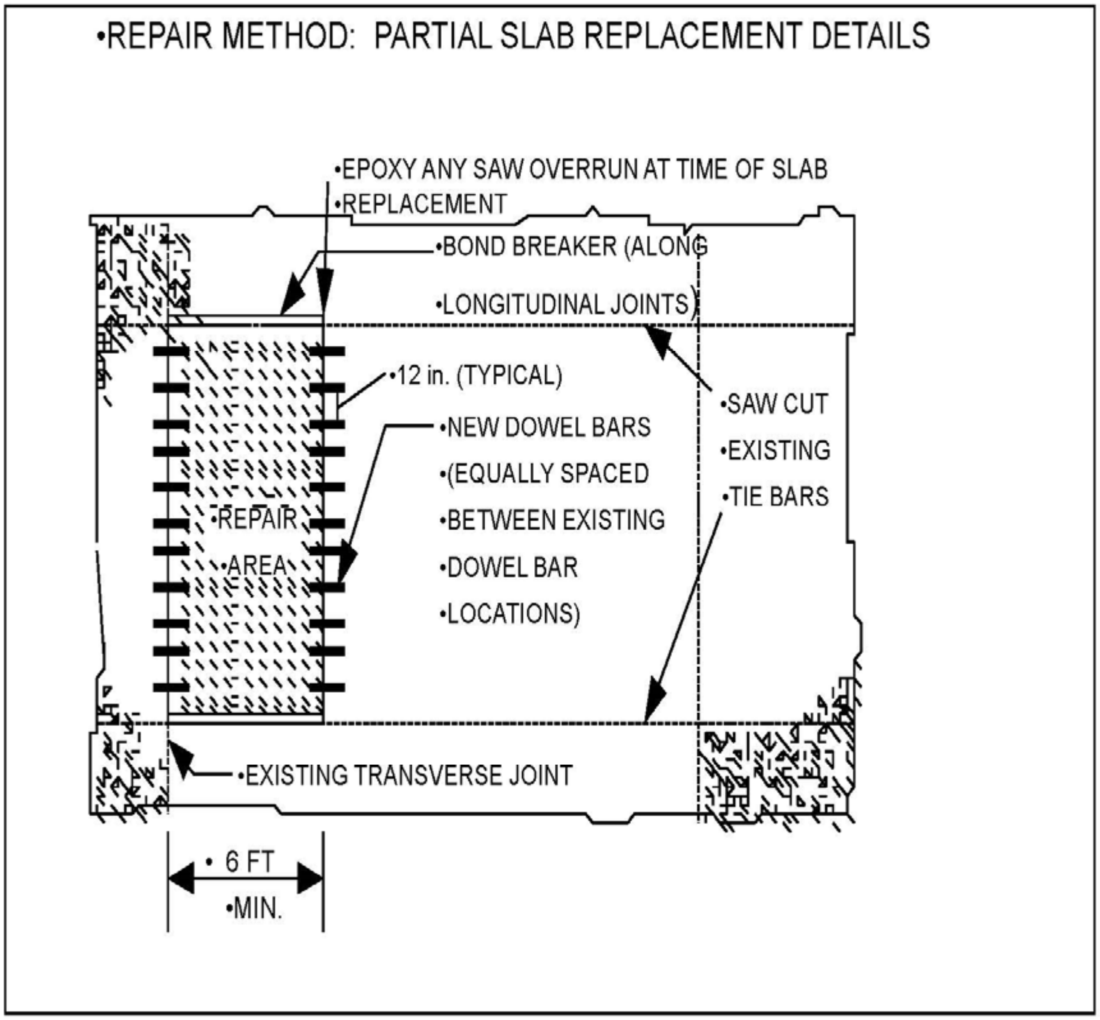

•REPAIR METHOD: NONE
•EXISTING LONGITUDINAL JOINT
•LOW TRANSVERSE CRACK
•< 1/8 in. NO FAULTING,
•SPALLING < 3 IN.)
•EXISTING
•TRANSVERSE
•JOINT
• 6 FT
•(MINIMUM)
• 6 FT
•(MINIMUM)

•FIGURE 10.2

•REPAIR METHOD: FULL SLAB REPLACEMENT DETAILS

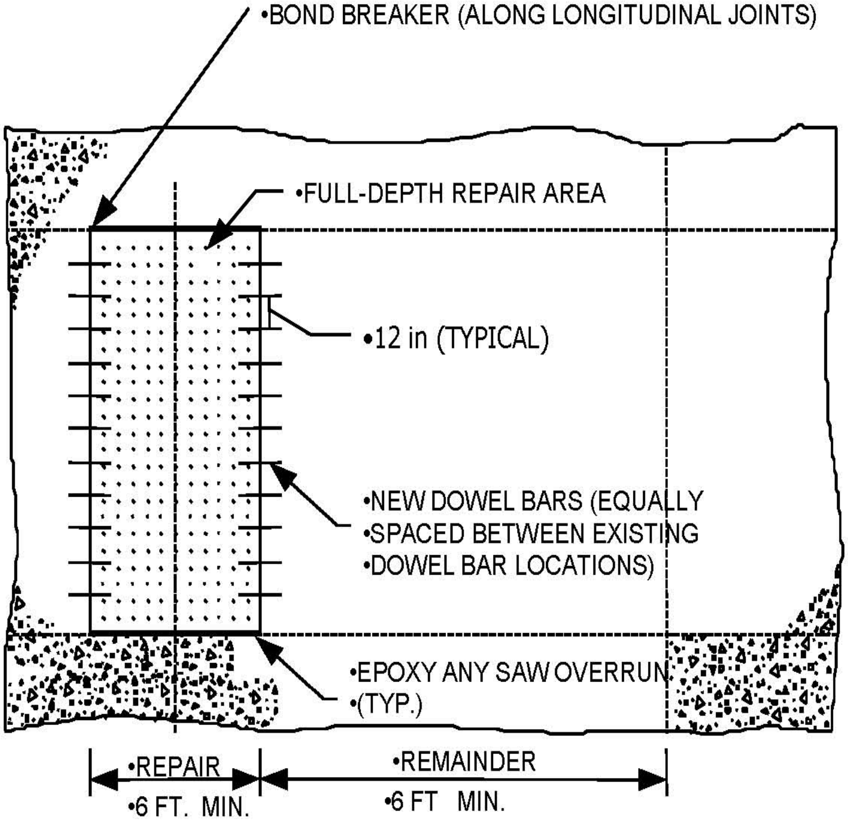


•FIGURE 10.3


•REPAIR METHOD: PARTIAL SLAB REPLACEMENT DETAILS
•EPOXY ANY SAW OVERRUN AT TIME OF SLAB
•REPLACEMENT
•BOND BREAKER (ALONG
•LONGITUDINAL JOINTS)
•12 in. (TYPICAL)
•NEW DOWEL BARS
•(EQUALLY SPACED
•BETWEEN EXISTING
•DOWEL BAR
•LOCATIONS)
•SAW CUT
•EXISTING
•TIE BARS
•REPAIR
•AREA
•EXISTING TRANSVERSE JOINT
• 6 FT
•MIN.

•FIGURE 10.4

•REPAIR METHOD: Full-Depth Repair on Both Sides of the Joint



•FIGURE 10.5

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CHAPTER 11

OTHER RECOMMENDED REHABILITATION ALTERNATIVES

11.1 GENERAL

Several other rehabilitation alternatives are available to the designer. Some of these have been tried several times with good results. These alternatives are usually cost effective only if the existing concrete pavement is significantly deteriorated. If the Pavement Design Engineer decides to use one of these alternatives, information is available that will guide the Pavement Design Engineer during the design process.

11.2 CRACK, RESEAT, AND OVERLAY (CRO) EXISTING PAVEMENT

This alternative involves cracking the existing concrete pavement up, reseating the existing pavement, and overlaying the existing pavement with an Asphalt Rubber Membrane Interlayer (ARMI), Asphalt Structural Course, and Friction Course.

11.2.1 BREAKING THE EXISTING PAVEMENT

The existing pavement should be broken according to specifications into properly sized pieces to reduce thermal expansion and contraction of the concrete, thereby retarding any reflective cracking.

11.2.2 RESEATING THE CRACKED PAVEMENT

The cracked pavement should be reseated firmly into place using rubber wheeled rollers. The purpose of reseating the existing pavement is to provide the following benefits:

- Eliminate any slab pieces that may rock, slide, or push.
- Remove any jagged edges.

11.2.3 ASPHALT RUBBER MEMBRANE INTERLAYER (ARMI)

The purpose of the Asphalt Rubber Membrane Interlayer (ARMI) is to retard any reflective cracking that may occur, and provide a waterproofing layer to keep any water remaining under the slabs from pumping into the asphalt layers.

More information about this material as well as information on the design of additional asphalt layers can be found in the Flexible Pavement Design Manual (Document No. 625-010-002).

11.2.4 ASPHALT OVERLAY

The purpose of the asphalt overlay is to provide additional structural strength to the pavement system and to provide a new riding surface on top of the prepared surface. This should include an Asphalt Structural Course and a Friction Course. Information on the design of these layers can be found in the Flexible Pavement Design Manual.

11.2.5 DESIGN AND CONSTRUCTION CONSIDERATIONS

In designing the project, the cracked and reseated concrete pavement can be treated as a base. Using the Flexible Pavement Design Manual, the cracked and reseated pavement layer coefficients that can be used include the following:

	Structural Coefficients		
Material	Good	Fair	Poor
Reseated Concrete	0.23	0.20	0.18

Design details need to be developed for the pavement where there is a transition into a bridge approach slab. It is usually advisable to remove some of the slabs so that thin asphalt feathering is not required, due to its potential to oxidize and delaminate with time. An appropriate thickness transition length should be provided for high-speed facilities.

Another area where design details need to be provided would be in the area of a bridge underpass. Reduction in clearance below standards at an underpass due to the extra asphalt must be avoided. Vertical clearance information can be found in Chapter 2, Design Geometrics and Criteria, of the Plans Preparation Manual - Procedure No. 625-000-007.

The solution may be to remove the concrete pavement in advance of the underpass and provide additional base material before placement of the Asphalt Structural Course and Friction Course.

If the pavement system still has a large amount of water in the pavement system, using edgedrains may provide an outlet for the water before the cracking and reseating operation is performed.

11.3 RECYCLING

Another alternative that the department has utilized is the complete recycling of the existing concrete pavement as an aggregate source for a new pavement. This option is desirable when cost effective and where problems with the subbase have been encountered and must be addressed.

This has been tried in some areas of the state successfully where the cost of removing the pavement, crushing the slabs, and sorting out the material, has provided life cycle cost savings.

11.4 RUBBLIZATION

The existing pavement slab is fractured into aggregate -sized particles, which destroys the slab action. Rubblization is usually appropriate when deterioration of the existing pavement renders normal crack/seat or break/seat methods ineffective.

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CHAPTER 12

JPCP OVERLAYS OF ASPHALT PAVEMENT

12.1 GENERAL

The construction of a Jointed Plain Concrete Pavement (JPCP) over an existing flexible (asphalt) is called JPCP overlay of Asphalt (AC) pavement. The FDOT has limited experience with rigid overlays of flexible pavement, but a successful project was constructed in 1989 using the AASHTO thickness design procedure.

Other types of rigid overlays have not been successfully tried in Florida. If another type of rigid overlay is desired, it should be considered experimental and coordinated with the State Materials Office as outlined in Chapter 13.

12.2 STRUCTURAL DESIGN

A rigid pavement overlay of an existing flexible pavement structure is basically designed the same as a new rigid pavement, treating the existing flexible pavement structure as a base course. Due to the much higher stiffness and different load carrying characteristics of a rigid pavement versus a flexible pavement, the rigid overlay thickness design is not highly sensitive to the underlying flexible pavement structure. The required overlay thickness is determined using the 1998 supplement to the AASHTO Guide for the Design of Pavement Structures or the 2008 Interim MEPDG and can be checked with 1993 AASHTO procedure using a k value of 200 pci for the rigid pavement structure.

These constants and variable Design inputs values are the same as in section 2.2 of this manual:

12.3 CONSTANTS

Serviceability - (Initial (PI) and terminal (PT), PCC properties - Modulus of Elasticity (E_C), Concrete Modulus of Rupture (S'_c), Standard Deviation (S_o)

12.4 VARIABLES

Equivalent Single Axle Load for Design ($ESAL_D$), Modulus of Subgrade Reaction (K_G), and Reliability (%R)

12.5 CLIMATIC PROPERTIES

Select from TABLE 15 of the 1998 AASHTO Guide or software program, the city nearest to the project for mean annual temperature, precipitation and wind speed.

12.6 BASE THICKNESS

It is permissible to leave structurally sound existing asphalt pavement. However, milling of the existing pavement may be used to minimize grade increases, adjust roadway cross sections, and remove wheel path ruts and to provide a uniform longitudinal profile.

Again, rigid overlay thickness is not highly sensitive to the underlying flexible structure.

When milling an existing flexible pavement prior to a rigid overlay, it is usually desirable to leave at least ¾’’ of asphalt over the base throughout the project to protect it from traffic and rain. The milled surface should then be overlaid with one inch of Type SP Traffic Level B (TL B).

The total base thickness for input to the 1998 design software is the thickness of the existing base and asphalt pavement after any milling and the one inch overlay.

It may be feasible to place JPCP overlay directly on a milled surface, but this has not been tried in Florida. If the designer desires to try this, it should be considered experimental and coordinated with the State Materials Office as outlined in Chapter 13.

12.7 BASE PROPERTIES

An elastic modulus of 500,000 psi for the base can be used, which is typical for asphalt pavement. A slab/base friction factor of 5.8 can be used for concrete over asphalt.

12.8 DRAINAGE

The drainage system should be as per standard index 287 for rehabilitation.

12.9 OTHER DESIGN INPUTS AND DETAILS

Poisson’s Ratio for concrete, μ: = 0.20

Joint Details (chapter 5)

Shoulder Design (chapter 6)

Pavement Widening (chapter 7)

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CHAPTER 13

NEW TECHNOLOGIES

13.1 GENERAL

New technology is important to the designer because the Department benefits by the reduction in life cycle costs, the introduction of new materials, and/or improved methods of construction.

13.2 NEW CONSTRUCTION AND REHABILITATION

Construction projects that are experimental in nature may provide the department with valuable design and performance information.

Experimental projects should be carefully coordinated with the State Materials Office Pavement Evaluation Section to set up control and experimental limits so that detailed performance and evaluations can be made over time.

Experimental projects should be limited in scope and not used for the first time on major interstate projects.

13.3 NEW PRODUCTS

New products are tested to determine their effectiveness under Florida conditions.

Examples may include components such as edgedrains, joint seals, concrete material additives and curing compounds.

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APPENDIX A

1993 AASHTO PAVEMENT DESIGN GUIDE

DESIGN TABLES

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A.1 INSTRUCTIONS

The following are Required Depth (D_R) Design Tables for 75%, 80%, 85%, 90%, 92%, 94% and 95% Reliability (%R).

Selected values of the 18-kip Equivalent Single Axle Loads ($ESAL_D$) and the Modulus Of Subgrade Reaction (K_G) are provided.

The Standard Deviation (S_O), Initial Serviceability (P_I), Terminal Serviceability (P_T), change in Serviceability (ΔPSI), Concrete Modulus Of Rupture (S'_C), Concrete Modulus Of Elasticity (E_C), Drainage Coefficient (C_D), and the Load Transfer Factor (J) is the same for all design tables.

The Standard Normal Deviate (Z_R) is dependent on the Reliability (%R) and is shown below:

Reliability (%R)	Standard Normal Deviation (Z_R)
75%	-0.674
80%	-0.841
85%	-1.037
90%	-1.282
92%	-1.405
94%	-1.555
95%	-1.645

To find the Required Depth (D_R) of the concrete pavement, use the following method:

- Determine the appropriate Reliability (%R).

- Select the design Modulus Of Subgrade Reaction (K_G) value at the top of the table.

- Select the design Accumulated 18-kip Equivalent Single Axle Loads ($ESAL_D$) value at the left of the table.

- Read down the column of the selected Modulus Of Subgrade Reaction (K_G) value and read across the row of the selected Accumulated 18-kip Equivalent Single Axle Loads ($ESAL_D$) value.

- The value intersected is the Required Depth (D_R) of the concrete pavement.

If the Modulus Of Subgrade Reaction (K_G) value and/or the 18-kip Equivalent Single Axle Loads ($ESAL_D$) value is not listed in the design tables provided, the Required Depth (D_R) of the concrete pavement can be interpolated. This should not be necessary except in rare cases.

TABLE A.1

REQUIRED DEPTH (D_R) IN inch FOR 75% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 1, 500 000 ESAL Use 8” for all K Values**									
2 000 000	8	8	8	8	8	8	8	8	8	8
2 500 000	8½	8	8	8	8	8	8	8	8	8
3 000 000	8½	8½	8½	8	8	8	8	8	8	8
3 500 000	9	8½	8½	8½	8	8	8	8	8	8
4 000 000	9	9	8½	8½	8½	8½	8	8	8	8
4 500 000	9	9	9	8½	8½	8½	8½	8½	8	8
5 000 000	9½	9	9	9	8½	8½	8½	8½	8½	8½
6 000 000	9½	9½	9	9	9	9	9	8½	8½	8½
7 000 000	10	9½	9½	9½	9	9	9	9	9	9
8 000 000	10	10	9½	9½	9½	9½	9	9	9	9
9 000 000	10	10	10	9½	9½	9½	9½	9½	9	9 1
10 000 000	10½	10	10	10	10	9½	9½	9½	9½	9½
15 000 000	11	11	10½	10½	10½	10½	10	10	10	10
20 000 000	11½	11½	11	11	11	11	10½	10½	10½	10½
25 000 000	12	11½	11½	11½	11	11	11	11	11	11
30 000 000	12	12	12	11½	11½	11½	11½	11½	11	11
35 000 000	12½	12	12	12	12	11½	11½	11½	11½	11½
40 000 000	12½	12½	12½	12	12	12	12	12	12	11½
45 000 000	13	12½	12½	12½	12½	12	12	12	12	12
50 000 000	13	13	12½	12½	12½	12½	12½	12	12	12
60 000 000	13½	13	13	13	13	12½	12½	12½	12½	12½
70 000 000	13½	13½	13½	13	13	13	13	13	13	13
80 000 000	14	14	13½	13½	13½	13½	13	13	13	13
90 000 000	14	14	14	13½	13½	13½	13½	13½	13½	13½
100 000 000	14½	14	14	14	14	14	13½	13½	13½	13½

TABLE A.2

REQUIRED DEPTH (D_R) IN inch FOR 80% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 1, 000 000 ESAL Use 8” for all K Values**									
1 500 000	8	8	8	8	8	8	8	8	8	8
2 000 000	8½	8	8	8	8	8	8	8	8	8
2 500 000	8½	8½	8	8	8	8	8	8	8	8
3 000 000	9	8½	8½	8½	8	8	8	8	8	8
3 500 000	9	9	8½	8½	8½	8½	8	8	8	8
4 000 000	9	9	9	8½	8½	8½	8½	8½	8	8
4 500 000	9½	9	9	9	9	8½	8½	8½	8½	8½
5 000 000	9½	9½	9	9	9	9	8½	8½	8½	8½
6 000 000	10	9½	9½	9½	9	9	9	9	9	9
7 000 000	10	10	9½	9½	9½	9½	9	9	9	9
8 000 000	10	10	10	9½	9½	9½	9½	9½	9½	9
9 000 000	10½	10	10	10	10	9½	9½	9½	9½	9½
10 000 000	10½	10½	10	10	10	10	10	9½	9½	9½
15 000 000	11	11	11	10½	10½	10½	10½	10½	10½	10
20 000 000	11½	11½	11½	11	11	11	11	11	11	10½
25 000 000	12	12	11½	11½	11½	11½	11½	11	11	11
30 000 000	12½	12	12	12	12	11½	11½	11½	11½	11½
35 000 000	12½	12½	12½	12	12	12	12	12	12	11½
40 000 000	13	12½	12½	12½	12½	12	12	12	12	12
45 000 000	13	13	13	12½	12½	12½	12½	12½	12	12
50 000 000	13½	13	13	13	12½	12½	12½	12½	12½	12½
60 000 000	13½	13½	13½	13	13	13	13	13	13	12½
70 000 000	14	14	13½	13½	13½	13½	13	13	13	13
80 000 000	14½	14	14	14	13½	13½	13½	13½	13½	13½
90 000 000	14½	14½	14	14	14	14	13½	13½	13½	13½
100 000 000	14½	14½	14½	14	14	14	14	14	14	13½

TABLE A.3

REQUIRED DEPTH (D_R) IN inch FOR 85% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 1, 000 000 ESAL Use 8” for all K Values**									
1 500 000	8	8	8	8	8	8	8	8	8	8
2 000 000	8½	8½	8	8	8	8	8	8	8	8
2 500 000	9	8½	8½	8½	8	8	8	8	8	8
3 000 000	9	9	8½	8½	8½	8½	8	8	8	8
3 500 000	9½	9	9	8½	8½	8½	8½	8½	8½	8
4 000 000	9½	9	9	9	9	8½	8½	8½	8½	8½
4 500 000	9½	9½	9	9	9	9	9	8½	8½	8½
5 000 000	10	9½	9½	9½	9	9	9	9	9	8½
6 000 000	10	10	9½	9½	9½	9½	9	9	9	9
7 000 000	10½	10	10	10	9½	9½	9½	9½	9½	9
8 000 000	10½	10½	10	10	10	10	9½	9½	9½	9½
9 000 000	10½	10½	10½	10	10	10	10	10	9½	9½
10 000 000	11	10½	10½	10½	10	10	10	10	10	10
15 000 000	11½	11½	11	11	11	11	10½	10½	10½	10½
20 000 000	12	11½	11½	11½	11½	11½	11	11	11	11
25 000 000	12½	12	12	12	12	11½	11½	11½	11½	11½
30 000 000	12½	12½	12½	12	12	12	12	12	12	11½
35 000 000	13	12½	12½	12½	12½	12½	12	12	12	12
40 000 000	13	13	13	12½	12½	12½	12½	12½	12½	12
45 000 000	13½	13	13	13	13	12½	12½	12½	12½	12
50 000 000	13½	13½	13½	13	13	13	13	13	12½	12½
60 000 000	14	14	13½	13½	13½	13½	13	13	13	13
70 000 000	14½	14	14	14	13½	13½	13½	13½	13½	13½
80 000 000	14½	14½	14	14	14	14	14	13½	13½	13½
90 000 000	15	14½	14½	14½	14	14	14	14	14	14
100 000 000	15	15	14½	14½	14½	14½	14½	14	14	14

TABLE A.4

REQUIRED DEPTH (D_R) IN inch FOR 90% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 900 000 ESAL Use 8″ for all K Values**									
1 000 000	8	8	8	8	8	8	8	8	8	8
1 500 000	8½	8	8	8	8	8	8	8	8	8
2 000 000	9	8½	8½	8	8	8	8	8	8	8
2 500 000	9	9	8½	8½	8½	8½	8	8	8	8
3 000 000	9½	9	9	9	8½	8½	8½	8½	8½	8
3 500 000	9½	9½	9	9	9	9	8½	8½	8½	8½
4 000 000	9½	9½	9½	9	9	9	9	9	9	8½
4 500 000	10	9½	9½	9½	9½	9	9	9	9	9
5 000 000	10	10	9½	9½	9½	9½	9½	9	9	9
6 000 000	10½	10	10	10	9½	9½	9½	9½	9½	9½
7 000 000	10½	10½	10	10	10	10	10	9½	9½	9½
8 000 000	11	10½	10½	10½	10	10	10	10	10	10
9 000 000	11	10½	10½	10½	10½	10½	10	10	10	10
10 000 000	11	11	11	10½	10½	10½	10½	10½	10	10
15 000 000	12	11½	11½	11½	11	11	11	11	11	11
20 000 000	12½	12	12	12	11½	11½	11½	11½	11½	11½
25 000 000	12½	12½	12½	12	12	12	12	12	12	11½
30 000 000	13	13	12½	12½	12½	12½	12½	12	12	12
35 000 000	13½	13	13	13	12½	12½	12½	12½	12½	12½
40 000 000	13½	13½	13	13	13	13	13	12½	12½	12½
45 000 000	14	13½	13½	13½	13	13	13	13	13	13
50 000 000	14	14	13½	13½	13½	13½	13½	13	13	13
60 000 000	14½	14	14	14	14	13½	13½	13½	13½	13½
70 000 000	14½	14½	14½	14	14	14	14	14	14	13½
80 000 000	15	15	14½	14½	14½	14½	14	14	14	14
90 000 000	15½	15	15	15	14½	14½	14½	14½	14½	14½
100 000 000	152	15½	15	15	15	15	14½	14½	14½	14½

TABLE A.5

REQUIRED DEPTH (D_R) IN inch FOR 92% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000 to 800 000 ESAL Use 8” for all K Values										
900 000	8	8	8	8	8	8	8	8	8	8
1 000 000	8	8	8	8	8	8	8	8	8	8
1 500 000	8½	8½	8	8	8	8	8	8	8	8
2 000 000	9	8½	8½	8½	8½	8	8	8	8	8
2 500 000	9	9	9	8½	8½	8½	8½	8½	8	8
3 000 000	9½	9	9	9	9	8½	8½	8½	8½	8½
3 500 000	9½	9½	9½	9	9	9	9	9	8½	8½
4 000 000	10	9½	9½	9½	9½	9	9	9	9	9
4 500 000	10	10	9½	9½	9½	9½	9	9	9	9
5 000 000	10	10	10	9½	9½	9½	9½	9½	9½	9
6 000 000	10½	10½	10	10	10	10	9½	9½	9½	9½
7 000 000	10½	10½	10½	10	10	10	10	10	10	9½
8 000 000	11	10½	10½	10½	10½	10	10	10	10	10
9 000 000	11	11	11	10½	10½	10½	10½	10½	10	10
10 000 000	11½	11	11	11	10½	10½	10½	10½	10½	10½
15 000 000	12	12	11½	11½	11½	11½	11	11	11	11
20 000 000	12½	12½	12	12	12	12	11½	11½	11½	11½
25 000 000	13	12½	12½	12½	12½	12	12	12	12	12
30 000 000	13	13	13	12½	12½	12½	12½	12½	12½	12½
35 000 000	13½	13½	13	13	13	13	13	12½	12½	12½
40 000 000	14	13½	13½	13½	13	13	13	13	13	13
45 000 000	14	14	13½	13½	13½	13½	13½	13	13	13
50 000 000	14	14	14	13½	13½	13½	13½	13½	13½	13½
60 000 000	14½	14½	14	14	14	14	14	14	13½	13½
70 000 000	15	14½	14½	14½	14½	14	14	14	14	14
80 000 000	15	15	15	14½	14½	14½	14½	14½	14½	14
90 000 000	15½	15	15	15	15	15	14½	14½	14½	14½
100 000 000	15½	15½	15½	15	15	15	15	15	15	14½

TABLE A.6

REQUIRED DEPTH (D_R) IN inch FOR 94% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	40	80	110	150	185	200	260	300	330	370
100 000	to 700 000 ESAL Use 8” for all K Values									
800 000	8	8	8	8	8	8	8	8	8	8
900 000	8	8	8	8	8	8	8	8	8	8
1 000 000	8	8	8	8	8	8	8	8	8	8
1 500 000	8½	8½	8½	8	8	8	8	8	8	8
2 000 000	9	9	8½	8½	8½	8½	8	8	8	8
2 500 000	9½	9	9	9	9	8½	8½	8½	8½	8½
3 000 000	9½	9½	9½	9	9	9	9	8½	8½	8½
3 500 000	10	9½	9½	9½	9	9	9	9	9	9
4 000 000	10	10	9½	9½	9½	9½	9½	9	9	9
4 500 000	10	10	10	9½	9½	9½	9½	9½	9½	9
5 000 000	10½	10	10	10	10	9½	9½	9½	9½	9½
6 000 000	10½	10½	10½	10	10	10	10	10	9½	9½
7 000 000	11	10½	10½	10½	10½	10	10	10	10	10
8 000 000	11	11	11	10½	10½	10½	10½	10½	10	10
9 000 000	11½	11	11	11	10½	10½	10½	10½	10½	10½
10 000 000	11½	11½	11	11	11	11	10½	10½	10½	10½
15 000 000	12	12	12	11½	11½	11½	11½	11½	11½	11
20 000 000	12½	12½	12½	12	12	12	12	12	12	11½
25 000 000	13	13	12½	12½	12½	12½	12½	12½	12	12
30 000 000	13½	13	13	13	13	13	12½	12½	12½	12½
35 000 000	14	13½	13½	13½	13	13	13	13	13	13
40 000 000	14	13½	13½	13½	13½	13½	13½	13	13	13
45 000 000	14½	14	14	14	13½	13½	13½	13½	13½	13½
50 000 000	14½	14½	14	14	14	14	13½	13½	13½	13½
60 000 000	15	14½	14½	14½	14½	14	14	14	14	14
70 000 000	15	15	15	14½	14½	14½	14½	14½	14½	14
80 000 000	15½	15½	15	15	15	15	14½	14½	14½	14½
90 000 000	15½	15½	15½	15	15	15	15	15	15	15
100 000 000	16	16	15½	15½	15½	15½	15	15	15	15

TABLE A.7

REQUIRED DEPTH (D_R) IN inch FOR 95% RELIABILITY (%R)

	Modulus Of Subgrade Reaction (K_G),psi/in									
ESAL$_D$	**40**	**80**	**110**	**150**	**185**	**200**	**260**	**300**	**330**	**370**
100 000	**to 600 000 ESAL Use 8” for all K Values**									
700 000	8	8	8	8	8	8	8	8	8	8
800 000	8	8	8	8	8	8	8	8	8	8
900 000	8	8	8	8	8	8	8	8	8	8
1 000 000	8½	8	8	8	8	8	8	8	8	8
1 500 000	9	8½	8½	8	8	8	8	8	8	8
2 000 000	9	9	9	8½	8½	8½	8½	8	8	8
2 500 000	9½	9½	9	9	9	9	8½	8½	8½	8½
3 000 000	9½	9½	9½	9	9	9	9	9	9	8½
3 500 000	10	10	9½	9½	9½	9½	9	9	9	9
4 000 000	10	10	10	9½	9½	9½	9½	9½	9	9
4 500 000	10½	10	10	10	9½	9½	9½	9½	9½	9½
5 000 000	10½	10½	10	10	10	10	9½	9½	9½	9½
6 000 000	11	10½	10½	10½	10	10	10	10	10	10
7 000 000	11	11	10½	10½	10½	10½	10	10	10	10
8 000 000	11½	11	11	11	10½	10½	10½	10½	10½	10
9 000 000	11½	11	11	11	11	10½	10½	10½	10½	10½
10 000 000	11½	11½	11	11	11	11	11	11	10½	10½
15 000 000	12½	12	12	12	11½	11½	11½	11½	11½	11½
20 000 000	13	12½	12½	12½	12	12	12	12	12	12
25 000 000	13½	13	13	13	12½	12½	12½	12½	12½	12½
30 000 000	13½	13½	13	13	13	13	13	13	12½	12½
35 000 000	14	13½	13½	13½	13½	13	13	13	13	13
40 000 000	14	14	14	13½	13½	13½	13½	13½	13½	13
45 000 000	14½	14	14	14	14	13½	13½	13½	13½	13½
50 000 000	14½	14½	14½	14	14	14	14	14	13½	13½
60 000 000	15	15	14½	14½	14½	14½	14	14	14	14
70 000 000	15½	15	15	15	14½	14½	14½	14½	14½	14½
80 000 000	15½	15½	15½	15	15	15	15	15	14½	14½
90 000 000	16	15½	15½	15½	15½	15	15	15	15	15
100 000 000	16	16	16	15½	15½	15½	15½	15½	15	15

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APPENDIX B

RIGID PAVEMENT DESIGN QUALITY CONTROL PLAN

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B.1 QUALITY CONTROL PLAN

All rigid pavement designs will be reviewed independently for accuracy and correctness. The following quality control plan is provided as a guideline.

B.2 DEFINITIONS

The following definitions are used throughout this section.

Quality

Conformance to policies, procedures, standards, guidelines and above all, good engineering practice.

Quality Assurance (QA)

Consists of all planned and systematic actions necessary to provide adequate confidence that a design, structure, system, or component will perform satisfactorily and conform to project requirements.

Quality assurance involves establishing project related policies, procedures, standards, training, guidelines, and systems necessary to produce quality.

Quality Control (QC)

This is the checking and review of designs and plans for compliance with policies, procedures, standards, guidelines and good engineering practice.

B.3 RESPONSIBILITY

The district offices and turnpike consultants are responsible for Quality Control. Quality Assurance is the role of the Central Office.

B.4 RIGID PAVEMENT DESIGNS

Pavement designs will be developed in accordance with the Rigid Pavement Design Manual (Document No. 625-010-006). The approved pavement design and the supporting data will be included in the District Project Design File.

B.4.1 MINIMUM REQUIREMENTS

The Pavement Design Package as a minimum will include the following items:

- The Pavement Design Summary Sheet will show the approved pavement design and will be signed and sealed by the District Pavement Design Engineer or the designated responsible Pavement Design Engineer. The District Design Engineer will sign for concurrence with the design. The file copy will show Federal Highway Administration (FHWA) approval, if required, for Federal Aid Projects or Certification Acceptance as appropriate.

- Project location and description of the type of work, if not clearly stated on the summary sheet.

- The basis for the material properties used in the design, signed and sealed where required, including if applicable for:

  New Construction

  - Modulus Of Subgrade Reaction (K_G).
  - Material properties used if different than those in the design manual.

Concrete Pavement Rehabilitation (CPR) And Lane Widening

- Existing pavement layer information (layer types, thickness, and condition).
- A copy of the Pavement Coring and Evaluation Report.
- Drainage recommendations.

- The $ESAL_D$ calculations are normally signed and certified by the Planning Office. The basis for the input data used for these calculations must be stated.

- Required Depth (D_R) calculations.

- Documentation addressing any special features such as cross slope, coordination with adjacent projects, stage construction, drainage considerations, etc.

- Sketch of a possible construction sequence, including any widening and shoulders, to insure constructability in accordance with the standards.

- A drawing of the rigid pavement design typical section or an adequate narrative description.

- Joint Design Details showing Plan View in areas where geometric changes occur (i.e. intersections, ramps, etc.)

B.4.2 DISTRIBUTION

Central Office approval of the pavement design is not required. Designs will be monitored and periodically reviewed, in detail, for quality assurance and for purposes of identifying and improving deficiencies in design policies, procedures, standards and guidelines.

For Federal Aid Projects not exempt from FHWA oversight, two copies of the approved Pavement Design Summary Sheet and one copy of the supporting documentation will be forwarded directly to the appropriate Federal Highway Administration (FHWA) Engineer for FHWA concurrence (concurrent with the transmittal to the State Pavement Design Engineer).

Only mainline or major elements of a project need formal FHWA pavement design approval. Details such as cross roads and shoulders will be handled as a part of the plans approval process. Do not send these copies to the Central Office for transmittal to FHWA.

The District will deal directly with the FHWA to resolve any questions. Central Office Pavement Management will be available for assistance if requested by the District or FHWA. The FHWA will return directly to the District one copy of the summary sheet with signature denoting concurrence. This copy will be filed in the District Project Design file.

B.4.3 REVISIONS

Changes made subsequent to formal distribution will require that a revised summary sheet be prepared, a copy of which shall be signed and sealed, distributed, and filed for permanent record in the Project Design File. Minor changes may be noted in type or ink on the original Pavement Design Summary Sheet with the responsible Professional Engineer's initials and the date of change. A copy of the revised original should then be signed, dated, sealed and filed for permanent record.

Major changes may require that a complete new Pavement Design Summary Sheet be prepared and processed, in which case it shall note that it supersedes a previous design. Copies of revised pavement designs including backup data documenting why the change is being made will be transmitted to the State Pavement Design Engineer and redistributed as appropriate.

For intersection improvement, short roadway connectors on bridge replacement projects, and roadway widening projects, the Modulus Of Subgrade Reaction (K_G), 18-kip (80-kN) Equivalent Single Axle Loads ($ESAL_D$), and computation of Required Depth (D_R) are normally not required. However in all cases, a document describing how the pavement design was developed should be prepared, signed and sealed.

B.4.4 DOCUMENTATION

Every attempt should be made to follow written procedures. Situations will occur where following the pavement design procedure will result in a Required Depth (D_R) that cannot be met. This could occur when a design is required in a widening area.

The Pavement Design Engineer will have to exercise engineering judgment on what should be done in these cases. When this occurs, the Pavement Design Engineer is advised to document the project, make special note of the problem, and provide additional explanation as to how the recommended design was developed.

Consultation with other engineers (Construction, Drainage, Materials, etc.) is highly recommended and should be noted in the design file.

B.5 DISTRICT QUALITY CONTROL

The quality control process will include three activities:

- The checking and review of pavement designs for compliance with policies, procedures, standards, guidelines and good engineering practice.
- The checking and review of plans to insure that the approved pavement designs are correctly incorporated.
- Documentation of the Quality Control Process. An independent qualified Professional Engineer will carry out the Quality Control Process. As a minimum, the documentation will consist of a copy of the QC Checklist filed with the Pavement Design Package, or a Pavement Design Quality Control File maintained by Financial Item Number order consisting of:
- A copy of the signed and sealed Pavement Design Summary Sheet.
- A copy of the QC Checklist signed by the QC Engineer.
- A sample checklist is attached.

B.6 QUALITY ASSURANCE REVIEWS

The State Pavement Design Engineer will be responsible for conducting and/or coordinating all pavement related QA activities within each District and the Turnpike. A QA review of District Pavement Design activities will generally be conducted annually.

RIGID PAVEMENT DESIGN
QUALITY CONTROL CHECKLIST

FP ID No. ____________________ County ____________________

Satisfactory
Rigid Pavement Design Review Yes/No

Rigid Pavement Design Summary Sheet . . . . ____

Project Location and Description. . . . . ____

Traffic Data and $ESAL_D$ Calculations . . . . ____

Modulus Of Subgrade Reaction (K_G) . . . . ____

Required Depth (D_R) Calculations . . . . ____

Drainage Evaluation . . . . ____

Shoulder Design . . . . ____

Coordination with Other Offices . . . . ____

Other Special Details . . . . ____

Final Pavement Design Drawing or Narrative. . . . . ____

Rehabilitation

Field Evaluation of Project . . . . ____

Pavement Coring and Evaluation. . . . . ____

Distress Evaluation . . . . ____

Projects That Do Not Require Design Calculations

Existing Pavement Evaluation. . . . . ____

Structural Evaluation . . . . ____

Plans Review

Plans Conform to Pavement Design (Dimensions, etc.) ____

Design Details Adequately Covered . . . . ____

Standard Indexes Properly Referenced . . . . ____

Constructable with the Current Technology . . . . . ____

Comments

QA by ______________________ Date ____________________

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGID PAVEMENT DESIGN SUMMARY SHEET

Prepared by ________________ Date Prep.______________

FP ID # ______________________ US # ______ SR #______

From ______________ To ________________

County ____________________ Begin MP ______________

Project Length ____________ End MP _______________

Type Of Work _______________ %R _____________________

Opening Year _______________ K_G ______________________

Design Year ________________ Design Speed __________

$ESAL_D$ ______________________ Design Seq. # ________

D_R _________________________ Proj. Name ___________

Existing Pavement

Proposed Design

Approved By	Concurrence By	Concurrence By
Responsible Eng.	Dist. Des. Eng.	FHWA-If Needed
Date ____________	Date ____________	Date _________

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APPENDIX C

ESTIMATING DESIGN 18- KIP EQUIVALENT SINGLE AXLE LOADS ($ESAL_D$)

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C.1 BACKGROUND

One of the products of the AASHO (American Association Of State Highway Officials) Road Test conducted near Ottawa, Illinois from 1958 to 1960 was a method for relating the relative damage caused by different axle loadings. This evolved into a procedure that permitted the calculation of the accumulated damage caused by mixed vehicle loadings over a pavement design period. The four tires, single axle, carrying 18 000 lbs (18-kip) Equivalent Single Axle Load or $ESAL_D$ was accepted as the base for these calculations. Table C.1 illustrates the relationship of axle weight to damage.

A detailed write-up, including tabulated damage factors for single, tandem, and triple axles, is given in Appendix D of the 1993 AASHTO (American Association Of State Highway and Transportation Officials) Guide for Design of Pavement Structures.

A procedure for calculating a more precise estimate on the Department's projects can be obtained from the Office of Planning, Project Traffic Forecasting Procedure Topic No. 525-030-120, using the Project Traffic Forecasting Handbook. Calculations on Department projects must be signed and certified by the Department's planning section.

The following is a simple procedure for estimating $ESAL_D$ in the design lane. Design periods used in these calculations can be found in the manual. The design lane is the lane where the majority of the trucks can be found. A common example would be a four lane divided highway where most of the trucks would be found in the travel lane. The basic equation is presented and the variables are defined. Simple input coefficients are tabulated. A computer spreadsheet that performs the necessary computations is available from the Department.

TABLE C.1

RELATIONSHIP OF AXLE WEIGHT TO DAMAGE

(D=12’’, P_t=2.5)

	Total Axle Load in kip	Equivalent Damage in ESAL's
Single Axle	14	0.34
	18	**1.00**
	22	2.41
Tandem Axle	30	1.14
	34	1.97
	38	3.18
	44	6.01

C.2 BASIC EQUATION

The $ESAL_D$ required for pavement design purposes can be computed using the following equation:

$$ESAL_D = \sum_{y=1}^{y=x} (AADT \times T_{24} \times D_F \times L_F \times E_{18} \times 365)$$

where:

$ESAL_D$ = Number of accumulated 18-kip Equivalent Single Axle Loads in the design lane for the design period.

y = The year that the calculation is made for. When y=1, the entire variable apply to year 1. Most of the variables are constant except AADT, which may change from year to year. Others may change when changes in the system occur. Such changes include parallel roads, shopping centers, truck terminals, etc.

x = The Design Year

AADT = Average Annual Daily Traffic.

T_{24} = Percent Heavy Trucks during a 24 hour period. Trucks with 6 tires or more are considered in the calculations.

D_F = Directional Distribution Factor. Use 1.0 if one-way traffic is counted or 0.5 for two-way traffic. This value is not to be confused with the Directional Factor use for planning capacity computations.

L_F = Lane Factor converts directional trucks to the design lane trucks. Lane factors can be adjusted to account for unique features known to the designer such as roadways with designated truck lanes. L_F values can be determined from Table C.2.

E_{18} = Equivalency factor which is the damage caused by one average heavy truck measured in 18-kip Equivalent Single Axle Loads. These factors will be periodically updated based on Weigh-In-Motion (WIM) data. E_{18} values can be determined from Table C.3 or the latest Planning guidance.

TABLE C.2

LANE FACTORS (L_F) FOR DIFFERENT TYPES OF FACILITIES

Number of Lanes In One Direction

Total AADT	Two Lanes L_F	Three Lanes L_F
4 000	0.94	0.82
8 000	0.88	0.76
12 000	0.85	0.72
16 000	0.82	0.70
20 000	0.81	0.68
30 000	0.77	0.65
40 000	0.75	0.63
50 000	0.73	0.61
60 000	0.72	0.59
70 000	0.70	0.58
80 000	0.69	0.57
100 000	0.67	0.55
120 000	0.66	0.53
140 000	-	0.52
160 000	-	0.51
200 000	-	0.49

The equation that best defines this Lane Factor (L_F) information is:

$$L_F = (1.567 - 0.0826 \times \mathrm{Ln}\ (\text{One Way AADT}) - 0.12368 \times \mathrm{LV})$$

where:

L_F = Proportion of all one directional trucks in the design lane.

LV = 0 if the number of lanes in one direction is 2. LV = 1 if the number of lanes in one direction is 3 or more.

Ln = Natural Logarithm.

Source - National Cooperative Highway Research Program Report 277, Portland Cement Concrete Pavement Evaluation System (COPES), Transportation Research Board, September 1986.

TABLE C.3

EQUIVALENCY FACTORS E_{18} FOR DIFFERENT TYPES OF FACILITIES

		Flexible Pavement	Rigid Pavement
Freeways			
	Rural	1.05	1.60
	Urban	0.90	1.27
Arterials and Collectors			
	Rural	0.96	1.35
	Urban	0.89	1.22

C.3 SAMPLE PROBLEMS

Several sample problems have been provided that illustrates this process.

C.3.1 SAMPLE PROBLEM #1

The District Planning Engineer has provided the following information about a high volume, urban, arterial; four lanes divided two way projects that will open in the year 2005. The Pavement Type Selection Process indicates that the best alternative is rigid pavement.

GIVEN:

The following input is provided. Note that other facilities within the urban area become available in the year 2013 thus causing the traffic assignment (AADT) to drop and T_{24} to change.

T_{24} = 12%
2005 Estimated AADT = 12 000
2013 Estimated AADT = 16 000

T_{24} = 8%
2014 Estimated AADT = 12 000
2025 Estimated AADT = 34 000

DATA:

The following data can be determined from information and tables provided.

D_F = 0.50 (for two way traffic)
E_{18} = 1.22 (from Table C.3)

L_F = 0.85 for AADT = 12 000 (from Table C.2)
L_F = 0.82 for AADT = 16 000 (from Table C.2)
L_F = 0.81 for AADT = 20 000 (from Table C.2)
L_F = 0.77 for AADT = 30 000 (from Table C.2)
L_F = 0.75 for AADT = 40 000 (from Table C.2)

FIND:

The $ESAL_D$ for a 20 year design period beginning in 2005.

SOLUTION:

Using the following equations:

For the year 2005 to 2013.

$$ESAL_D = \sum_{y = 2005}^{y = 2013} (AADT \times T_{24} \times D_F \times L_F \times E_{18} \times 365)$$

$$ESAL_D = \sum_{y = 2005}^{y = 2013} (AADT \times 0.12 \times 0.50 \times L_F \times 1.22 \times 365)$$

For the year 2014 to 2025.

$$ESAL_D = \sum_{y = 2014}^{y = 2025} (AADT \times T_{24} \times D_F \times L_F \times E_{18} \times 365)$$

$$ESAL_D = \sum_{y = 2014}^{y = 2025} (AADT \times 0.08 \times 0.50 \times L_F \times 1.22 \times 365)$$

Calculating:

Year	AADT	L_F	Annual ESAL*	Accumulated ESAL
2005	12 000	0.85	272 524	272 524
2006	12 500	0.84	280 539	553 063
2007	13 000	0.84	291 761	884 824
2008	13 500	0.84	302 982	1 147 806
2009	14 000	0.83	310 463	1 458 269
2010	14 500	0.83	321 551	1 779 820
2011	15 000	0.83	332 639	2 112 459
2012	15 500	0.82	339 586	2 452 045
2013	16 000	0.82	350 540	2 802 585
2014	12 000	0.85	181 682	2 984 267
2015	14 000	0.84	209 469	3 193 736
2016	16 000	0.82	233 693	3 427 429
2017	18 000	0.81	259 699	3 687 128
2018	20 000	0.81	288 554	3 975 682
2019	22 000	0.80	313 491	4 289 173
2020	24 000	0.79	337 716	4 626 889
2021	26 000	0.78	361 227	4 988 116
2022	28 000	0.78	389 014	5 377 130
2023	30 000	0.77	411 457	5 788 587
2024	32 000	0.77	438 888	6 227 475
2025	34 000	0.76	460 262	6 687 737

* Values are rounded for simplicity.

CONCLUSION:

Note that the 20 year accumulated value ($ESAL_D$) is 6, 227,475 ESALs or 7,000,000 ESALs.

C.3.2 SAMPLE PROBLEM #2

The District Planning Engineer has provided the following information about a moderate volume, rural arterial four lanes divided two way project that will open in the year 1990. The Pavement Type Selection Process indicates that the best alternative is rigid pavement.

GIVEN:

The following input is provided.

T_{24} = 10%
1990 Estimated AADT = 8 000
2010 Estimated AADT = 18 000

DATA:

The following data can be determined from information and tables provided.

D_F = 0.50 (for two way traffic)
E_{18} = 1.35 (from Table C.3)

L_F = 0.88 for AADT = 8 000 (from Table C.2)
L_F = 0.85 for AADT = 12 000 (from Table C.2)
L_F = 0.82 for AADT = 16 000 (from Table C.2)
L_F = 0.81 for AADT = 20 000 (from Table C.2)

FIND:

The $ESAL_D$ for a 20 year design period beginning in 1990.

SOLUTION:

Using the following equation:

For the year 1990 to 2010.

$$ESAL_D = \sum_{y = 1990}^{y = 2010} (AADT \times T_{24} \times D_F \times L_F \times E_{18} \times 365)$$

$$ESAL_D = \sum_{y = 1990}^{y = 2010} (AADT \times 0.10 \times 0.50 \times L_F \times 1.35 \times 365)$$

Calculating:

Year	AADT	L_F	Annual ESAL*	Accumulated ESAL
1990	8 000	0.88	173 448	173 448
1991	8 500	0.87	182 194	355 642
1992	9 000	0.87	192 912	548 554
1993	9 500	0.86	201 288	749 842
1994	10 000	0.86	211 883	961 725
1995	10 500	0.86	222 477	1 184 202
1996	11 000	0.85	230 361	1 414 563
1997	11 500	0.85	240 832	1 655 395
1998	12 000	0.85	251 303	1 906 698
1999	12 500	0.84	258 694	2 165 392
2000	13 000	0.84	269 042	2 434 434
2001	13 500	0.84	279 389	2 713 823
2002	14 000	0.83	286 288	3 000 111
2003	14 500	0.83	296 512	3 296 623
2004	15 000	0.83	306 737	3 603 360
2005	15 500	0.82	313 143	3 916 503
2006	16 000	0.82	323 244	4 239 747
2007	16 500	0.82	333 345	4 573 092
2008	17 000	0.82	343 447	4 916 539
2009	17 500	0.81	349 237	5 265 776
2010	18 000	0.81	359 215	5 624 991

* Values are rounded for simplicity.

CONCLUSION:

Note that the 20 year (2009) accumulated value is 5,265,776 ESALs (rounding $ESAL_D$ = 6,000,000).

If the project design period delayed one year and the design period reduced to 19 years, the new $ESAL_D$ would be:

> 5,624,991 - 173,448 = 5,451,543 ESALs
> (Rounding $ESAL_D$ = 6,000,000).

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APPENDIX D

RIGID PAVEMENT DESIGN ANALYSIS COMPUTER PROGRAM

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AASHTOWARE DARWin (Design, Analysis and Rehabilitation for Windows) is a computerized release of the pavement design models presented in the AASHTO Supplemental Guide for Rigid Pavement Design.

OR

Spreadsheet for 1998 Supplement to the AASHTO Guide for Design of Pavement Structures, Part 11 - Rigid Pavement Design & Rigid Pavement Joint Design

This spreadsheet was developed under NCHRP research and validated with LTPP data includes alternative design procedures that can be used in place of or in conjunction with Part II, Section 3.2 ''Rigid Pavement Design'' and Section 3.3 ''Rigid Pavement Joint Design.''

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APPENDIX E

MEPDG DESIGN SUPPLEMENT TO THE RIGID PAVEMENT DESIGN MANUAL:

Introduction to Rigid Pavement Design Tables Based on the Mechanistic-Empirical Pavement Design Guide (MEPDG)

developed from

Contract Number BDH10
MEPDG Program Implementation in Florida

Sponsored by:

FLORIDA DEPARTMENT OF TRANSPORTATION
RESEARCH AND DEVELOPMENT OFFICE

Project Manager:

Bruce Dietrich, P.E.
State Pavement Design Engineer

Performing Organization:

Texas Transportation Institute
Texas A&M University System
July 22, 2008

APPENDIX E

INTRODUCTION

The National Cooperative Highway Research Program (NCHRP) Project 1-37A delivered the *Mechanistic-Empirical Pavement Design Guide* (MEPDG) and its companion software (Version 0.7) in 2004. The MEPDG represents a major change in the way pavement design is performed. The design method permits engineers to consider site conditions (traffic, climate, subgrade, existing pavement condition for rehabilitation) and construction variables in establishing a satisfactory design for new pavement construction or rehabilitation. To establish the design for a given set of conditions, the engineer needs to come up with a trial design and use the MEPDG computer program to predict its performance over a specified design period. The predicted performance is then compared against performance criteria established by the engineer to determine whether the trial design is satisfactory for the given design problem.

Since its initial release, the Florida Department of Transportation (FDOT) has made efforts to update its rigid and flexible pavement design methods to incorporate MEPDG design concepts. The Department presently uses a design method based on the 1993 pavement design guide of the American Association of State Highway and Transportation Officials (AASHTO). The current method provides engineers with a set of design tables to establish a thickness design for a given set of conditions. This same format was adopted by the Florida Department of Transportation in developing a design method based on the MEPDG. FDOT engineers recognized that the MEPDG is not particularly suitable for routine implementation within the DOT environment. As indicated previously, program applications require repetitive runs on several trial designs to come up with a pavement cross-section that satisfies the performance criteria for a given problem. From this perspective, many practitioners have remarked that the MEPDG is not a pavement design program per se but an analytical tool for predicting pavement performance given the design parameters. In this respect, it is unlike the current Florida pavement design methods for rigid and flexible pavements.

To update FDOT's pavement design methods, researchers from the Texas Transportation Institute (TTI) made extensive runs of the MEPDG program to develop design tables that cover the range of Florida conditions found in practice. During this development work, TTI researchers in cooperation with FDOT engineers conducted the following tasks:

- Evaluated the sensitivity of the performance predictions to MEPDG program inputs;
- Characterized climatic and soil conditions across Florida;
- Established calibration sections from FDOT's pavement condition survey data base;
- Conducted field and laboratory tests on samples taken from calibration sections to characterize material properties for verifying MEPDG performance predictions; and
- Compiled traffic, materials, and environmental data for developing pavement design tables using the MEPDG program.

This document presents the design tables developed for jointed plain concrete pavements. In the interim, these tables are intended to supplement FDOT's current rigid pavement design method based on the 1993 AASHTO pavement design guide. During this time, FDOT pavement engineers are given the option to use either the existing design tables based on the 1993 guide or the new design tables in this supplement to perform a rigid pavement design based on the MEPDG. As the Department transitions from the current rigid pavement design guide to the MEPDG, new test methods and specifications may need to be developed and implemented to provide for construction quality control and quality assurance of MEPDG design variables that significantly influence predicted pavement performance.

DEVELOPMENT OF RIGID PAVEMENT DESIGN TABLES

This section presents the development of new rigid pavement design tables based on the MEPDG program. For verifying the MEPDG rigid pavement performance prediction models, TTI researchers compiled input data on the PCC calibration sections, and ran the MEPDG program to compare performance predictions with actual measurements of transverse cracking, faulting, and international roughness indices (IRIs) provided by the Florida DOT. After reviewing these comparisons, the decision was made to calibrate the performance prediction models for faulting and IRI in order to reduce the bias between the observed and predicted performance on the calibration sections. From results of tasks to identify a representative pavement structure, establish environmental regions tied to climatic condition, and select primary input variables for predicting performance using the MEPDG program, researchers established two sets of design tables. The tables belonging to the first set (referred to as *Design I*) are intended to be used for most typical applications while the tables in the second set (*Design II*) are intended for design projects that require higher construction quality control of material properties directly impacting predicted pavement performance. The succeeding sections document the development of the PCC design tables.

Verification and Calibration of MEPDG Performance Models

Prior to generating the design tables, efforts were made to verify the performance predictions from the MEPDG program. For this purpose, TTI researchers compared the M-E PDG distress predictions with corresponding FDOT pavement condition measurements on the rigid pavement calibration sections established during the implementation project. These comparisons showed that the MEPDG program underestimated the measured international roughness indices and magnitudes of faulting on the calibration sections. To correct this bias, the decision was made to calibrate the MEPDG faulting and IRI models using the observed performance data on the rigid pavement sections. Researchers later used these calibrated models to develop the design tables. With respect to the cracking model, no calibrations were deemed necessary so the original model was used in the development work.

Selection of Performance Criteria

The selection of design thresholds for cracking, faulting, and IRI was made by examining plots of pavement condition data versus FDOT pavement rating score on the rigid pavement calibration sections. From this examination, design criteria for cracking and IRI were selected to correspond to the critical pavement rating score that FDOT uses to identify deficient pavement sections. However, no definite relationships were observed between faulting and crack rating, or between faulting and ride rating. Thus, researchers reviewed other on-going MEPDG implementation efforts to see what performance thresholds other DOTs are using. Based on this review and the evaluation of pavement condition data on the rigid pavement calibration sections, the decision was made to use the following criteria for determining acceptable pavement designs:

- Transverse cracking: 10 percent slabs cracked (based on the California implementation project documented by Kannekanti and Harvey, 2006)
- Faulting: 0.12 inches
- IRI: initial IRI of 58 inch/mile to reflect the current FDOT practice of grinding rigid pavements after placement, and a terminal IRI of 180 inch/mile corresponding to a Ride Number of 2.5 based on the relationship between IRI and Ride Number reported by Fernando, Oh, and Ryu (2007).

In generating the design tables, the performance predictions from the MEPDG program were checked against the above criteria to determine if a given pavement design passes or fails. For this purpose, a 20-year design life was used, following the current rigid pavement design tables implemented by the Department. In addition, per recommendation of the FDOT project manager, a 0.25-inch thickness allowance was used in generating the design tables. In this way, if a given trial design fails to meet any of the specified performance criteria but does so if the slab thickness is incremented by 0.25 inches, the trial design with the original slab thickness (prior to the 0.25-inch thickness increment) is accepted.

Characterization of Design Traffic

TTI researchers also investigated the effect of vehicle class distribution on the MEPDG performance predictions. As shown in Table E.1, the program provides a default set of 17 truck traffic classifications (TTCs) that vary with functional class. Each TTC is characterized by a default set of truck traffic composition data that the engineer may use in the absence of site-specific data.

Table E.1 Recommended TTCs by Functional Class.

Highway Functional Classification Descriptions	Suggested Traffic Classification Number
Principal Arteries – Interstate and Defense Routes	1,2,3,4,5,8,11,13
Principal Arteries – Intrastate Routes, including Freeways and Expressways	1,2,3,4,6,7,8,9,10,11,12,14,16
Minor Arteries	4,6,8,9,10,11,12,15,16,17
Major Collectors	6,9,.12,14,15,17
Minor Collectors	9,12,14,17
Local Routes and Streets	9,12,14,17

Table E.2. Definitions and descriptions for the truck traffic classifications (TTC)

Buses in Traffic Stream	Commodities being Transported by Truck		TTC
	Multi-Trailer	Semi-Trailer & Single-Units	
Low to None (<2%)	Relatively High Amount of Multi-Trailer Trucks (>10%)	Predominantly single-trailer trucks	5
		High percentage of single-trailer trucks, but some trucks	8
		Mixed truck traffic with a higher percentage of single-trailer trucks	11
		Mixed truck traffic with about equal percentages of single-unit and single-trailer trucks	13
		Predominantly single-unit trucks	16
	Moderate Amount of Multi-Trailer Trucks (2-10%)	Predominantly single-trailer trucks	3
		Mixed truck traffic with a higher percentage of single-trailer trucks	7
		Mixed truck traffic with about equal percentages of single-unit and single-trailer trucks	10
		Predominantly single-unit trucks	15
Low to Moderate (>2%)	Low to None (<2%)	Predominantly single-trailer trucks	1
		Predominantly single-trailer trucks, but with a low percentage of single-unit trucks	2
		Predominantly single-trailer trucks, but with a low to moderate percentage of single-unit trucks	4
		Mixed truck traffic with a higher percentage of single-trailer trucks	6
		Mixed truck traffic with about equal percentages of single-unit and single-trailer trucks	9
		Mixed truck traffic with higher percentage of single-unit trucks	12
		Predominantly single-unit trucks	14
Major Bus Route (>25%)	Low to None (<2%)	Mixed truck traffic with about equal single-unit and single-trailer trucks	17

The investigation of the effect of vehicle class distribution showed that the determination of design thickness is strongly tied to the cumulative 18-kip equivalent single axle loads (ESALs) associated with the vehicle class distribution. Based on this finding, the decision was made to generate the design tables as a function of cumulative ESALs, similar to the format of the current FDOT rigid pavement design tables. For this purpose, researchers used TTC 1 to characterize the vehicle distribution and varied the average annual daily truck traffic to determine required slab thicknesses for different cumulative ESALs. More detailed documentation of the development of the rigid pavement design tables is presented by Oh and Fernando (2008).

Consideration of Slab Width in Pavement Design

Researchers also examined the effect of slab width on the performance predictions from the MEPDG program. Slab widths from 12 to 14 feet were considered to check the sensitivity to transverse cracking. This investigation identified a 13-foot wide slab (with tied shoulder) as being optimal in terms of resulting in the least amount of transverse cracking. Thus, the design tables were generated based on this slab width and assuming a tied shoulder.

Investigation of Rigid Pavement Cross-Sections

Researchers analyzed the rigid pavement structures shown in Figure E.1 and compared the required slab thicknesses determined from the MEPDG program. This analysis showed that, among the pavement cross-sections shown, structure 3 yielded up to 0.5-inch thicker slabs than the other pavement cross-sections, for the range of climatic and soil conditions considered in the analysis. Thus, the decision was made to use rigid pavement structure 3 to generate the design tables for jointed plain concrete pavements using the MEPDG program. In practice, the engineer uses the PCC design tables developed in this project to get the required slab thickness. The engineer will then select one of the 5 cross-sections shown in Figure E.1 to determine the particular pavement cross-section for his/her design.

Consideration of Environmental Effects

To consider the effect of climatic variations in the rigid pavement design method, researchers first identified representative city locations (in terms of longitude, latitude, and elevation) for the different counties comprising Florida. Given these cities, researchers used the climatic data base included with the MEPDG program to characterize the climatic conditions per county. For each location, the MEPDG program identifies the six closest weather stations from which the user may select any number of stations to interpolate the climatic data at the location of interest. During this task, it was noted that the required slab thickness might vary depending on the weather stations selected for the interpolation. Researchers examined the weather station data for these cases, and where anomalies were found, that weather station was not selected in characterizing the climatic conditions for the given county. These weather stations are Marathon, Tampa International Airport, Miami International Airport, and Daytona International Airport.

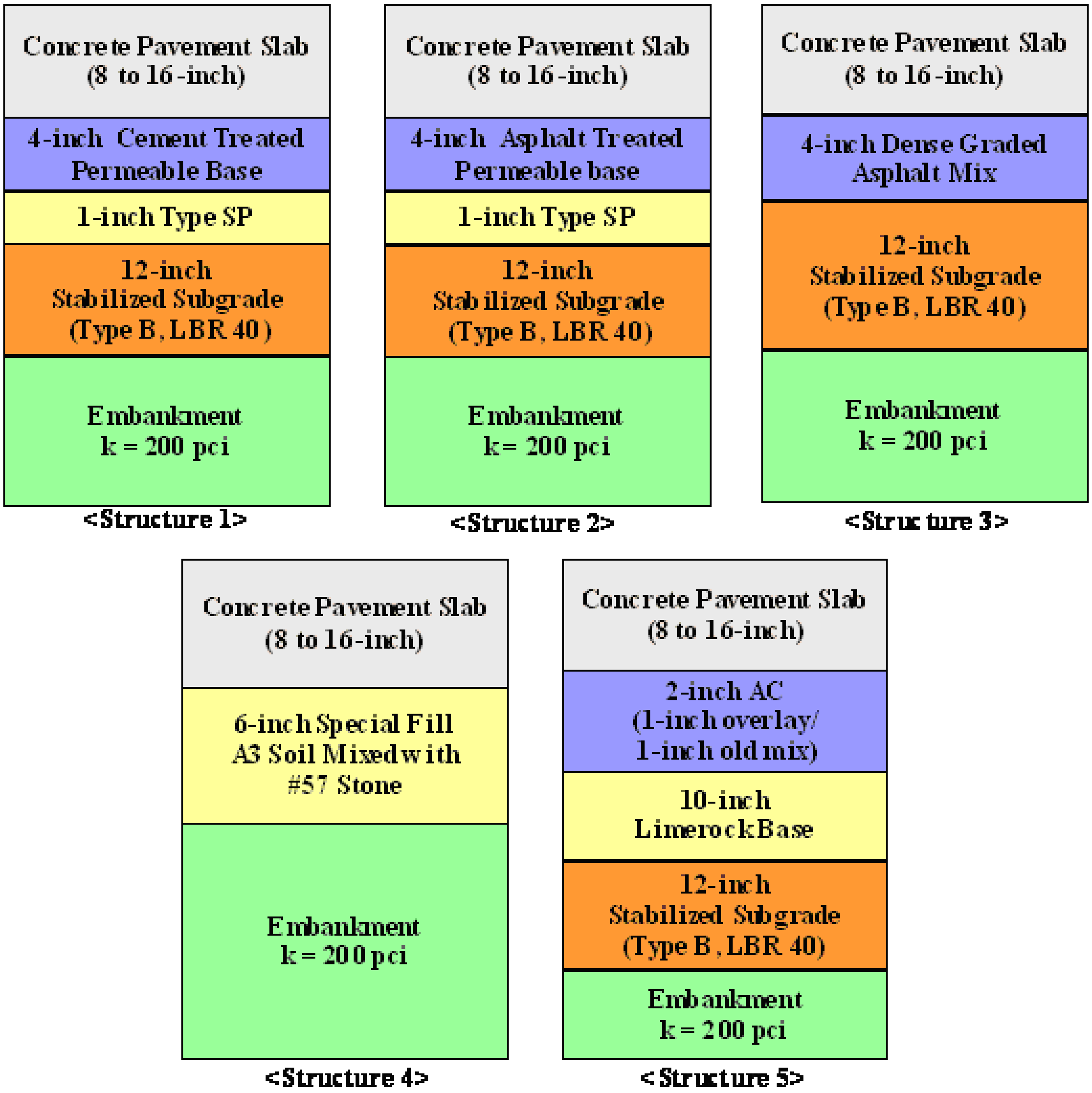

Figure E.1 **Rigid Pavement Cross-Sections Analyzed for Developing Design Tables.**

In terms of characterizing the soil condition, researchers used the soil-water characteristic curves established from this project, along with data from soil suction tests made on soil samples collected from the calibration sections to specify the soil suction parameters for a given analysis location. Researchers note that representative soil-water characteristic curves for each county were established from extensive reviews of county soil survey reports conducted during this implementation project (Oh and Fernando, 2008).

For the modulus of subgrade reaction *k*, a target value of 200 pci was used in generating the rigid pavement design tables. This decision is based on the results of sensitivity analyses conducted on pavement cross-sections with embankment materials representative of Florida select soils (A-2-4 or better).

Figure E.2 illustrates the variation of design slab thicknesses due to differences in environmental conditions. Researchers used the MEPDG program to generate the map shown using the following assumptions:

- Projected cumulative ESALs of 50 million
- Vehicle Class Distribution: Default values in MEPDG for TTC 1
- Reliability level: 90 %
- Coefficient of thermal expansion of 6.0 microstrain per °F
- 28-day compressive strength: 4000 psi
- Slab width: 13 feet with tied concrete shoulder
- Joint spacing: 15 feet
- Subgrade modulus of reaction: 200 pci
- Initial IRI: 58 in/mile
- Terminal IRI of 180 inch/mile

The thickness design map illustrated in Figure E.2 was generated by running the MEPDG program on each county in Florida. To reduce software run time, a 12-inch thick slab was initially assumed. Depending on whether or not this initial design met the given criteria for transverse cracking, faulting, and IRI, researchers varied the slab thickness in 0.5-inch increments to determine the design slab thickness. From the numerous runs made, transverse cracking was observed to be the most predominant failure mode that governed the required slab thickness for the design assumptions used.

Figure E.2 shows the subdivision of the state into five different regions, with design slab thicknesses varying from 11 to 13 inches. Table E.2 shows the list of counties for each of these five regions. The environmental data compiled for the different counties were used to determine design slab thicknesses using the MEPDG program for the following finalized conditions:

- Projected cumulative ESALs from 1 to 100 million
- Vehicle class distribution: Default values in MEPDG for TTC 1
- Reliability level: Five levels for Design I (75, 80, 85, 90, and 95 %) and 90% for Design II
- CTE of 6.0 με per °F for Design I and 5.75 με per °F for Design II,
- 4000 psi of 28-day compressive strength for Design I and 4500 psi for Design II
- Slab width: 13 feet with tied concrete shoulder

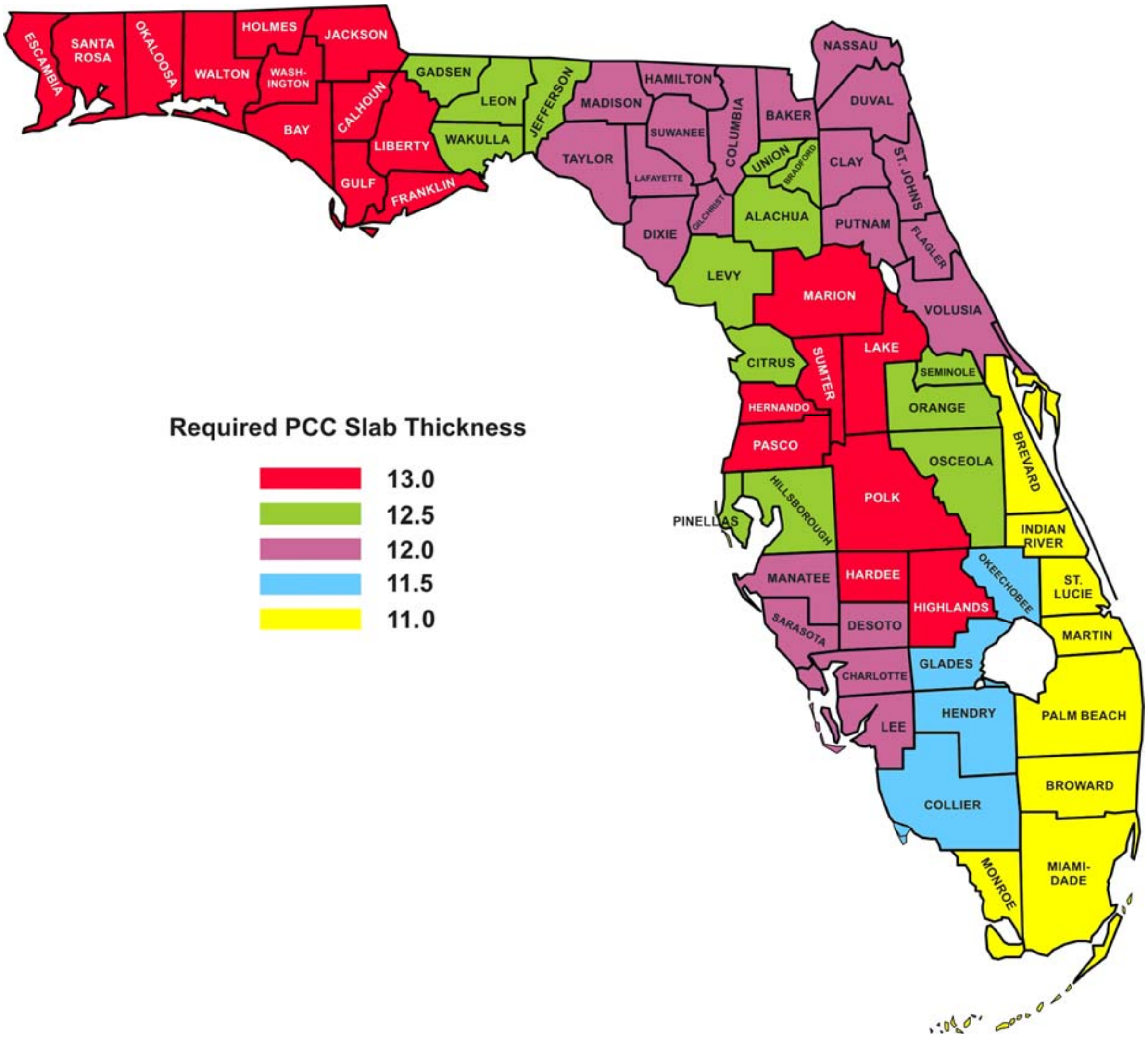

Figure E.2 Map of Required PCC Slab Thickness at 90% Reliability and 50 × 10^6 Cumulative ESALs and tied concrete shoulders.

Table E.3 List of Counties for the Different Thickness Regions.

Region	County No.	County Name	Representative Location for Weather Data
1	46	Bay	Panama city
1	47	Calhoun	Blountstown
1	48	Escambia	Pensacola
1	49	Franklin	Apalachicola
1	51	Gulf	Port. St. Joe
1	6	Hardee	Wauchula
1	8	Hernando	Brooksville
1	9	Highlands	Sebring
1	52	Holmes	Bonifay
1	53	Jackson	Marianna
1	11	Lake	Leesburg
1	56	Liberty	Bristol
1	36	Marion	Ocala
1	57	Okaloosa	Crestview/Destin
1	14	Pasco	Zephyrhills
1	16	Polk	Winter haven
1	58	Santa Rosa	Milton
1	18	Sumter	Wildwood
1	60	Walton	De Funiak Sprs.
1	61	Washington	Chipley
2	26	Alachua	Gainesville
2	28	Bradford	Starke
2	2	Citrus	Inverness
2	50	Gadsden	Quincy
2	10	Hillsborough	Tampa
2	54	Jefferson	Monticello
2	55	Leon	Tallahassee
2	34	Levy	Chiefland
2	35	Madison	Madison
2	75	Orange	Orlando
2	92	Osceola	St. Cloud
2	5	Pinellas	St. Petersburg
2	77	Seminole	Oviedo
2	39	Union	Lake Butler
2	59	Wakulla	Wakulla
3	27	Baker	Macclenny
3	1	Charlotte	Punta Gorda
3	71	Clay	Green Cove Springs
3	29	Columbia	Lake City
3	4	De Soto	Arcadia
3	30	Dixie	Cross City
3	72	Duval	Jacksonville
3	73	Flagler	Bunnel

3	31	Gilchrist	Trenton
3	32	Hamilton	Jasper
3	33	Lafayette	Mayo
3	12	Lee	Fort Myers
3	13	Manatee	Ellenton
3	74	Nassau	Hillard
3	76	Putnam	Palatka
3	78	St. Johns	St. Augustine
3	17	Sarasota	Sarasota/Bradenton
3	37	Suwannee	Live Oak
3	38	Taylor	Perry
3	79	Volusia	Daytona beach
4	3	Collier	Naples
4	5	Glades	Moore Haven
4	7	Hendry	La Belle
4	91	Okeechobee	Okeechobee
5	70	Brevard	Melbourne
5	86	Broward	Fort Lauderdale, Hollywood
5	87	Dade	Miami
5	88	Indian River	Vero beach
5	89	Martin	Stuart
5	90	Monroe	Keywest, Marathon, Flamingo
5	93	Palm Beach	West Palm beach
5	94	St. Lucie	Fort Pierce

- Joint spacing: 15 feet
- Subgrade modulus of reaction: 200 pci
- Initial IRI: 58 inch/mile (based on current FDOT practice of grinding rigid pavements after placement)
- Terminal IRI of 180 inch/mile
- Three dowel diameter sizes based on current FDOT practice: 1-inch dowel diameter for 8 to 8.5-inch slabs; 1.25-inch dowel diameter for 9 to 10.5-inch slabs; and 1.5-inch dowel diameter for 11-inch and thicker slabs.

The rigid pavement design tables established from this implementation project are presented in this appendix. Two sets of tables, *Design I* and *Design II*, were developed based on the levels of CTE and compressive strength used in running the MEPDG program. The tables given in this appendix show that the required slab thickness ranges from 8 to 14.5 inches for the range of variables used in their development. Researchers note that a minimum slab thickness of 8 inches was adopted in developing these tables. The required slab thicknesses in *Design II* generally showed 1- to 1.5-inch reductions from corresponding thicknesses in the Design I tables due to the lower CTE and higher compressive strength values assumed for *Design II*.

Researchers also compared the new thickness design tables with the current FDOT design tables based on the 1993 AASHTO pavement design guide. For this comparison, the required slab thicknesses at 90 percent reliability level for regions 1 and 5 were examined. It is noted that these two regions cover the range of required slab thicknesses in the new design tables. Figure E.3 shows how the differences in required slab thickness varied between the new and current set of thickness design tables. The differences plotted in this figure were determined by subtracting the thickness based on the existing FDOT design tables from the corresponding thickness obtained from MEPDG program. Figure E.3 shows that the differences ranged from -4.0 to 1.0 inches, with the MEPDG based design thicknesses generally being thinner than the corresponding slab thicknesses from the current FDOT PCC design tables. Researchers note that the 1-inch thicker thickness at 1 million ESALs from the MEPDG design tables is attributed to the minimum slab thickness of 8 inches adopted in generating tables. The required slab thicknesses based on the *Design I* table for region 1 are observed to be the most comparable with the existing design method, generally resulting in the least differences. It is evident that the required PCC slab thicknesses for region 5 are generally thinner than the corresponding thicknesses based on the current method for both the *Design I* and *Design II* tables.

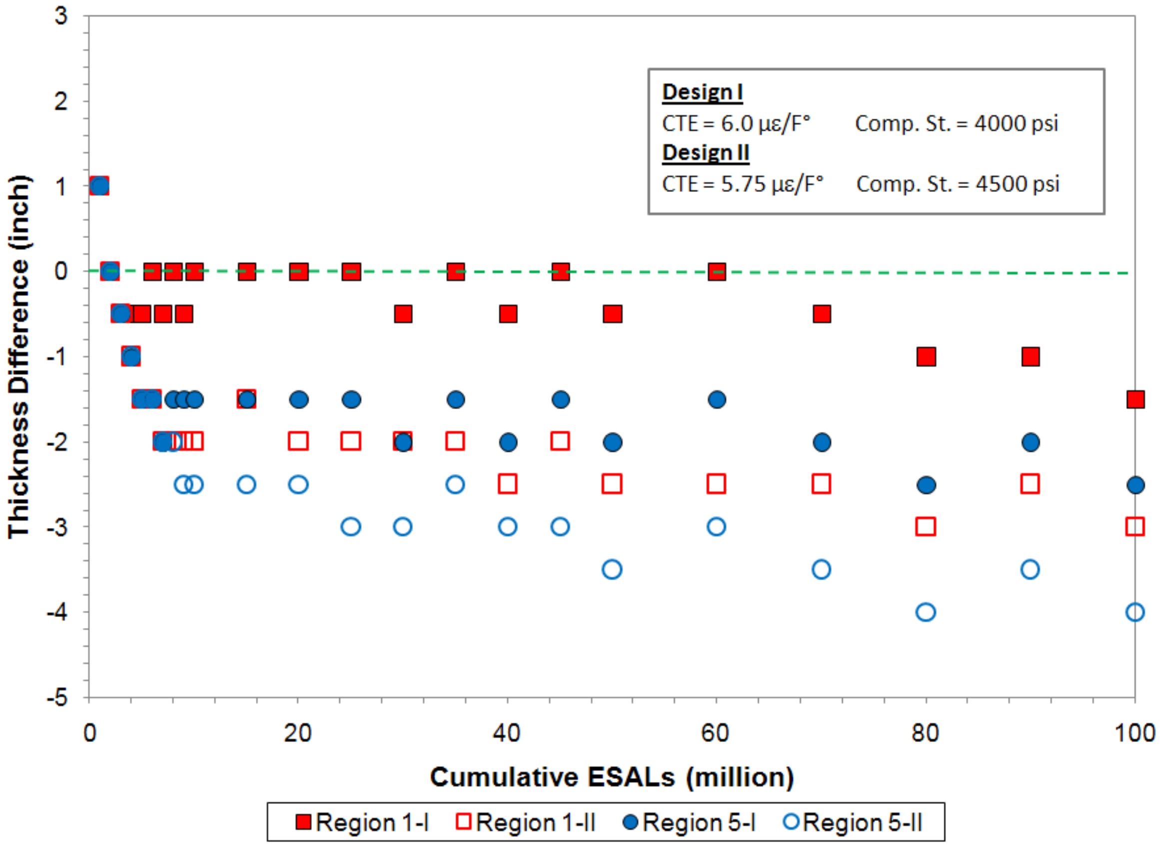

Figure E.3 Distributions of Differences in Required Slab Thicknesses.

RECOMMENDATION

Given the JPCP design tables established, researchers offer the following recommendations with respect to implementing the initial MEPDG based pavement design method for the Florida DOT:

- The Department needs to consider establishing a data base of verification/calibration sections on selected FDOT resurfacing or new construction projects. This recommendation would entail assembling materials and construction information within a selected section of each project that, with the performance data collected over time, can be used to verify the predictions from the MEPDG program, and perform calibrations in the future, as necessary. These sections might possibly require performance monitoring separate from the PCS surveys that are done annually by the Department to measure the pavement condition and track the performance of each specific verification/calibration section. The recommendation would also cover the work of assembling a materials library to permit molding specimens used during construction for running tests to characterize material properties for future model verification/calibration.
- The concrete coefficient of thermal expansion was found to be a critical factor controlling the predicted performance of jointed plain concrete pavements. Researchers recommend that a CTE materials specification be established as part of quality assurance tests to be conducted on PCC pavement construction projects. Implementation of this specification will require training of inspectors and contractor personnel on the test method adopted to verify CTE values achieved from construction.

- The PCC design tables developed from this project are based on a 13-foot slab width with tied concrete shoulders, which was found to be optimal from sensitivity analyses of predicted PCC pavement performance. Thus, researchers recommend building 13-foot wide slabs (with tied concrete shoulders) unless right-of-way restrictions dictate a narrower slab width. For such cases, the current PCC design method may be used or a slab 1.5-inch thicker than the corresponding required thickness based on a 13-foot wide slab may be placed for cumulative ESALs of 50 million or less. This recommendation is based on runs made of the MEPDG program to compare thickness requirements between 12- and 13-foot wide slabs. Tables E.3 and E.4 show the results from these runs. Researchers note that slabs with tied shoulders were assumed in the comparisons given in Tables E.3 and E.4. Researchers also note that the engineer can choose to run the MEPDG program to establish the PCC design thickness for a 12-foot slab width.

Table E.4. Comparison of Thickness Requirements between 12- and 13-foot Wide Slabs for *Design I*.

ESALs ($\times 10^6$)	Region (95% Reliability)				
	1	2	3	4	5
5	11 (9.5)*	10.5 (9.5)	10 (9)	10 (8.5)	9.5 (8)
10	12 (11)	11.5 (10.5)	11 (10)	10.5 (9.5)	10.5 (9)
30	13.5 (12.5)	13 (12)	12.5 (11.5)	12 (11)	12 (10.5)
50	14.5 (13.5)	14 (13)	13.5 (12.5)	13 (12)	12.5 (11.5)

*The number in parentheses indicates the thickness with a 13-foot wide slab.

Table E.5. Comparison of Thickness Requirements between 12- and 13-foot Wide Slabs for *Design II*.

ESALs ($\times 10^6$)	Region (90% Reliability)				
	1	2	3	4	5
5	9.5 (8)*	9 (8)	9 (8)	9 (8)	9 (8)
10	10.5 (9)	10 (8.5)	9.5 (8)	9.5 (8)	9 (8)
30	12 (10.5)	11.5 (10.5)	11 (10)	11 (9.5)	10.5 (9.5)
50	13 (11.5)	12.5 (11)	12 (10.5)	11.5 (10.5)	11 (10)

*The number in parentheses indicates the thickness with a 13-foot wide slab.

REFERENCE

Fernando, E.G., J. Oh, and D. Ryu. *Phase I of M-E PDG Program Implementation in Florida*. Research Report No. D04491/PR15281-1, Texas Transportation Institute, The Texas A&M University System, College Station, Tex., 2007

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APPENDIX E

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH TIED CONCRETE SHOULDERS

Table E.6. Required PCC Slab Thicknesses (Region 1).

Design I ESALs ($\times 10^{6}$)	Reliability (%)				
	75	**80**	**85**	**90**	**95**
1	8	8	8	8	8
2	8	8	8	8	8
3	8	8	8	8	8.5
4	8	8	8	8.5	9
5	8	8.5	8.5	9	9.5
6	8.5	9	9	9.5	10
7	9	9	9.5	9.5	10
8	9.5	9.5	9.5	10	10.5
9	10	10	10	10	10.5
10	10.5	10	10	10.5	11
15	10.5	10.5	10.5	11	11.5
20	11	11	11	11.5	12
25	11	11.5	11.5	12	12.5
30	11.5	12	12	12	12.5
35	11.5	12	12	12.5	13
40	12	12.5	12.5	12.5	13
45	12	12.5	12.5	13	13.5
50	12	12.5	12.5	13	13.5
60	12.5	13	13	13.5	14
70	13	13.5	13.5	13.5	14
80	13.5	13.5	13.5	13.5	14
90	13.5	13.5	13.5	13.5	14
100	13.5	13.5	13.5	13.5	14.5

APPENDIX E

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH TIED CONCRETE SHOULDERS

Table E.7. Required PCC Slab Thicknesses (Region 2).

Design I ESALs ($\times 10^6$)	Reliability (%)				
	75	**80**	**85**	**90**	**95**
1	8	8	8	8	8
2	8	8	8	8	8
3	8	8	8	8	8.5
4	8	8	8	8.5	9
5	8	8	8.5	9	9.5
6	8.5	8.5	9	9	9.5
7	9	8.5	9	9.5	10
8	9	9	9.5	9.5	10
9	9	9.5	9.5	10	10
10	9.5	9.5	10	10	10.5
15	10	10	10.5	10.5	11
20	10.5	10.5	11	11	11.5
25	11	11	11	11.5	11.5
30	11	11	11.5	11.5	12
35	11	11.5	12	12	12.5
40	11.5	11.5	12	12	12.5
45	11.5	12	12	12.5	13
50	12	12	12	12.5	13
60	12	12	12.5	13	13.5
70	12.5	12.5	13	13	13.5
80	12.5	13	13	13.5	14
90	13	13	13.5	13.5	14
100	13	13	13.5	13.5	14

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH TIED CONCRETE SHOULDERS

Table E.8. Required PCC Slab Thicknesses (Region 3).

Design I ESALs ($\times 10^6$)	Reliability (%)				
	75	80	85	90	95
1	8	8	8	8	8
2	8	8	8	8	8
3	8	8	8	8	8
4	8	8	8	8	8.5
5	8	8	8	8.5	9
6	8	8	8.5	9	9.5
7	8.5	8.5	8.5	9	9.5
8	8.5	8.5	9	9.5	9.5
9	8.5	9	9	9.5	10
10	9	9	9.5	9.5	10
15	9.5	9.5	10	10	10.5
20	10	10	10.5	10.5	11
25	10.5	10.5	10.5	11	11.5
30	10.5	10.5	11	11	11.5
35	11	11	11	11.5	12
40	11	11	11.5	11.5	12
45	11	11.5	11.5	12	12
50	11.5	11.5	11.5	12	12.5
60	11.5	11.5	12	12	12.5
70	12	12	12	12.5	13
80	12	12	12.5	12.5	13
90	12	12.5	12.5	13	13
100	12.5	12.5	12.5	13	13.5

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH TIED CONCRETE SHOULDERS

Table E.9. Required PCC Slab Thicknesses (Region 4).

Design I ESALs	Reliability (%)				
($\times 10^6$)	75	80	85	90	95
1	8	8	8	8	8
2	8	8	8	8	8
3	8	8	8	8	8
4	8	8	8	8	8
5	8	8	8	8	8.5
6	8	8	8	8	8.5
7	8	8	8	8.5	9
8	8	8	8.5	8.5	9
9	8	8.5	8.5	9	9.5
10	8.5	8.5	9	9	9.5
15	9	9.5	9.5	9.5	10
20	9.5	9.5	10	10	10.5
25	10	10	10	10.5	11
30	10	10.5	10.5	10.5	11
35	10.5	10.5	10.5	11	11.5
40	10.5	10.5	11	11	11.5
45	10.5	11	11	11.5	11.5
50	11	11	11	11.5	12
60	11	11.5	11.5	11.5	12
70	11.5	11.5	11.5	12	12
80	11.5	11.5	12	12	12.5
90	11.5	12	12	12	12.5
100	12	12	12	12.5	13

APPENDIX E

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH TIED CONCRETE SHOULDERS

Table E.10. Required PCC Slab Thicknesses (Region 5).

Design I ESALs ($\times 10^6$)	Reliability (%)				
	75	80	85	90	95
1	8	8	8	8	8
2	8	8	8	8	8
3	8	8	8	8	8
4	8	8	8	8	8
5	8	8	8	8	8
6	8	8	8	8	8
7	8	8	8	8	8.5
8	8	8	8	8	8.5
9	8	8	8	8.5	9
10	8	8.5	8.5	8.5	9
15	8.5	9	9	9.5	9.5
20	9	9.5	9.5	9.5	10
25	9.5	9.5	9.5	10	10.5
30	9.5	10	10	10.5	10.5
35	10	10	10	10.5	11
40	10	10.5	10.5	10.5	11
45	10.5	10.5	10.5	11	11.5
50	10.5	10.5	10.5	11	11.5
60	10.5	11	11	11	11.5
70	11	11	11	11.5	12
80	11	11	11.5	11.5	12
90	11.5	11.5	11.5	12	12
100	11.5	11.5	11.5	12	12.5

APPENDIX E

SUPPLEMENTARY RIGID PAVEMENT DESIGN TABLES BASED ON MEPDG WITH ASPHALT SHOULDERS

When an asphalt shoulder is used, all required concrete pavement thicknesses in Tables E.6 to E.10 should be increased by ½’’ and a 14-foot wide slab used.

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